MOUNTAINE OUR

(ESTABLISHED 1881.)

\$36 PER ANNUM. THURSDAY, MAY 13. 1909. 四年禮 NEW SERIES No. 6075 沈三十月五英港香 晚四十月三年元統宣 SINGLE COPY, 10 CENTS. Mails. Shipping—Steamers Banks. Banks. VOKOHAMA SPROIR BANK HONGKONG, CANTON, MAGAO LIONGKONG AND SHANGHA! PENINSULAR AND ORIENTAL BANKING CORPORATION, STEAM NAVIGATION COMPANY. RESERVE FUNDS 15,500,000 Reserve Funds ·--Sterling Head Officet-YOKOHAMA. £1,500,000 at 2/==\$15,000,000 WEST RIVER STEAMERS. 329,500,000 TO SAIL ON. REMARKS Branches and Azencies. Reserve Liability of Propiors. \$15,000,000 OHREOO. TOKIO. TIENTSIN KOBE. COURT OF DIRECTORS: PEKIN. OSAKA NEWCHWANG. Hop. Mr. W. J. Gresson-Chairman. NAGASAKI. TOINT SERVICE OF About & Freight and DALNY. LONDON. H. B. Tomklus, Rsq.—Deputy Chalrman, PORT ARTHUR HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD., AND LYONS. 😲 . W. Bandow, Esq. | H. Shellim, Maq. ANTUNG. NEW YORK. LONDON and ANTWERP VIA THE CHINA NAVIGATION COMPANY, LTD. B. G. Barrett, Esq. R. Shewan, Esq. C. S. Gubbay, Esq. H. A. Siebs, Esq. LIOYANG. SAN FRANCISCO SINGAPORE, PENANG, PERA About Freight only. O. S. Gubbay, Esq. MUKDEN. HONOLULU. Hon. Mr. H. A. W. Helms, Rsq. TIR-LING. BOMBAY. and MARSEILLES C. R. Lensmann, Esq. Slade. OHANG-BHUN. HONGKONG-CANTON LINE. SHANGHAI. CHIEF MANAGER: : HANKOW." SHANGHAI Capt. G. W. Cordon, R.N.R. 27th May Passage. S.S. "HONAM " 1,163 Tons, "FATSHAN " 2,260 Tons, "KINSHAN " 1,991 Tons. Hongkong-J. R. M. Smith HONGKONG:--INTEREST ALLOWED. "HRUNGSHAN," 1,998 Tons." MANAGER: On Current Account at the rate of a per cent. Departures from Hongwong to Canton daily at 8 A.M. (Sunday excepted), and to P.M. For Further Particulars, apply to Shanghai-W. ADAMS ORAM. per Annumuon the Dally Balance. (Saturday excepted). COMPON BANKERS-LONDON AND COUNTY On fixed deposit :-Departures from CANTON to HONGKONG dally at 8 A.M. and 5.15 P.M. (Sunday excepted). E. A. HEWETT, BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: These Steamors, carrying His Majesty's Mails, are the largest and fastest on the River · Superintendent. 🕾 On Current Account at the rate of 2 per Cent. Special attention is drawn to their Superior Saloon and Cabin Accommodation. per Annum on the dally balance. TAKEO TAKAMICHI, Hongkong, 13th May, 1009 Managor. ON FIXED DEPOSITS: Hongkong, 21nd March, 1909. SERVICE OF THE HONGKONG, CANTON AND MACAO STRAMBOAT CO., LTD For 3 months, 21 per Cent. per Annum. Intimations. For o months, 31 per Cent. per Annum. HONGKONG SAVINGS BANK. For 12 months, 4: per Cent. per Annum. HONGKONG-MACAO LINB. J. R. M. SMITH, "HE Businessofthe above Bank is conducted During the docking of the Macao Steamers, there will be NO morning boat from Hong LANE, CRAWFORD & CO. Objet Manager. . bythe HONGKONGANDSHANGHA kong or afternoon boat from Macao, from Thursday, the 13th, to Saturday, the 15th instant. Hongkong, 10th April 1909 BANKING CORPORATION, Rules may be The moroing boat from Macan and afternoon boat from Hongkong will run as usual. obtained on application. THE CHARTERED BANK OF INDIA. INTEREST on deposits is allowed at 12 PE; CENT. per annum. AUSTRALIA AND CHINA. CANTON-MACAO LINE. Depositors may transfer at their optio. .S.S. "HOI SANG." balances of \$100 or more to the HONGKONG AN) MCORPORATED BY ROYAL CHARTER, 1853. SHANGHAL BANK to be placed on FIXE! Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M. MINUTE . HEAD OFFICE:-LONDON: DEPOSIT 41 4 PER CENT, por annum. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 F.M. For the HONGKOMG AND SHANGE! EXERCISE BANKING CORPORATION. EVERY DAY JOINT SERVICE OF I. R. M. SMITH HONORONG, CANTON AND, MACAO STEAMBOAT CO., LTD., R"SERVE LIABILITIES OF PROPRIE-Ohief Manager. WITH THE CRINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM-NAVIGATION . Hongkong, 12th January, 1907. SANDOW'S COMPANY, LTD. NTEREST ALLOWED on OURRENT ACCOUNT at the Rate of a per cent. per DEUTSCH ASIATISOHE BANK GRIP-CANTON-WUCHOW LINE. sannum on the Daily Balances. S.S. "SAINAM," 588 Tons, and "NANNING," 509 Tons... On Fixed Deposits for 12 months, 4 percent CAPITAL PULLY PAID-UP ... Sh. Tasls 7,500,00 DUMB-One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Paisengers can return to Hongkong or Vice Versa by the Companies direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Ac-HEAD OFFICE-SHARGRAI. BELLS WM. DICKSON, LOARD OF DIRECTORS! BERLIN. commodation and a lighted throughout by electricity. Hongkong, 5th April 1209. INDIGESTION: RRANCHES: Hamburg. Hankow **BXCURSION TO MACAO.** 'Calcutta INTERNATIONAL BANKING ' INSOMNIA Singapore Tientsin **Feking** CORPORATION. Tainanto Talogiao Yokohama. AND On SUNDAY, the 16th May. SLUGGI'H CAPITAL PAID UPGOLD \$3,250,000 S.S. "HEUNGSHAN" ABOUT MEX \$7,223,223 FOUNDED BY THE FOLLOWING BANKS AND LIVER will depart from the COMPANY'S CANTON STEAMERS' WHI RF at 9 A W. BANKERE: Departure from Macao 5 P.M. DISAPPEAR. MERCECT STATES TO TO A STATES Keenigliche Sechandlung (Preussis-) Popular Excursion Rates as usual. che Staatsbank) ____ Machado's String Band will play selections of Music during the Trip. Direction der Disconto-Gesellschaft HEAD OFFICE: N.H. -The Company also runs a steamer from Macan on Sunday morning at 7.30 A.M. and Dentsche Bank to WALL STREET, NEW YORK. TRICE: om Hongkong at 1 P.v. from the Company's Wing Lok Street Wharf." S. Bleichroeier Bertiner Handels-Geseilschaft LUMDON OFFICE: \$6.00 per Pair Bank fuer Handel und Industrie THREADNEBDLE HOUSE, E.C. Further particulars may be obtained at the Office of the-Robert Warschauer & Oz. - .. Mendelssohn & Co. CHART, HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., LONDON BANKBRS M. A. von Rothschlid & Sonne | Frankler BANK OF ENGLAND. Jacob S. H. Storn HOTEL MANSIONS, (FIRST FLOOR), NATIONAL PROVINCIAL BANK, OF Norddentsche Bank in Ramburg, Hamburg. opposite the Blake Pier. LANE, CRAWFORD Broland, Limited. Sal. Oppenhelm jr. & Co., Koeln. Sayerische Hypotheken and Wechselbank. THE CAPITAL AND COUNTIES BANK, LTD. Muenchen. Wotels. Branches and Agents all over the: AQUARIUS. LONDON BANKERS Meiers, N. M. ROYHSCHILD & SONS. HONGKONG HOTEL. THE Corporation transacts every Descrip-THE UNION OF LONDON AND SMITH'S BANK tion of Banking and Exchange Business, receives Money in Current Account at the Deutsche Bank (Berlin), London Agency rate of 2% per annum on dally balances and accepts Fixed Deposits at the following rates:-TABLE A PURE, FIRST CLASS AND UP-TO-DATE DIRECTION DER DISCONTO GESELLSCHAFT. For 12 months 41 per cent, per annum. WATER. String Band play during Tiffin and Dinner. INTEREST allowed on Current Accoun In QUARTS, PINTS and SPLITS. A. F. DAVIES, DEPOSITS received on terms which may be learned on application. Every description of Hongkong, 5th February, 10:9 Managar No. 9, Queen's Road Central, Mixes freely with Wines and Spirits, without in any Sanking and Exchange business transacted Hongkong. Talephone way destroying the flavour. . A. KORHN. W. M. ANDBRSON. KOWLOON HOTEL. . Manager. Manager. Hongkong, 8th April, 1908. Hongkong, 4th December, 1907. CALDBECK, MACGREGOR & CO., NEDERLANDSUHB HANDEL MAATSOHAPPIJ. WINE AND SPIRIT MERCHANTS. Intimations. EMPIRE DAY. (Notherlands Trading Society.) Hongkong, 15th April, 1009. ESTABLISHED 1824, THE SAVOY. Wotels. PAID-UP (UAPITAL Fl. 45,000,000 (£3,750,000)... A MUSICAL DINNER will by served on MONDAY, the 24th instant. RESERVE, FUND Fl. 5,752,884.84 (about £479,407). HIGH CLASS AMERICAN HOTEL PLEASANTON, Head Office-AMSTERDAM. Menu by Ah Chong STORE. Head Agency—BATAVIA. (For many years chief Cook to late Mr. J. W. CSBORNE) No. 17, Water Street, Yokohama. Regal Shoes\$10.00 per pair BRANCHES :- Singapore, Penang, Shanghal, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoerocan, Tilatjap. Padang, Medan (Dell), Palembang, Kota-Radja (Acheen), Bandjermasia. The 105th M. L. I. Regimental Band will play Special Selections of Monarch Shirts ... \$ 1,25 each Music during and after Dinner. Cluett - Evening TIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Correspondents at Macassar, Bombay, Colom-Shirts From \$3.75 up Hongkong, 10th May, 1989. bo, Madras, Pondicherry, Calcutta, Bang-kok, Salgon, Halphong, Hanol, Amoy, Yokohama, Koba, Melbourne, Sydney, Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-Pyjama Suits HOUSE New York, San Francisco, &cc. ments, Renowned Culsine, Dark Room for Photographers. Charges Moderate. Steamer Rugs ... " \$13.95 " LONDON BANKERS: .. (LATE CONNAUGHT HOTEL.) HENRY LUTZ, THE UNION OF LONDON AND SHITHE BANK, LIMITED. THE SAVOY. QUEEN'S ROAD, HONGKONG. Hongkong, 16th February, 1909. THE Bank buys and valls and receives for Wangkong, toth July, 1029. collection Bills of Exchange, Issues "ENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely letters of credit on its Branches and corresbondents in the Rast, on the Continent, in

PLUMERT'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

MANAGER.

For Terms, &c., apply to the

Hosgkons, and July, zeon,

New Management. Large and Comfortable Rooms, Excellent Cuisine under

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and

Cold Baths, Electric Light throughout. Terms moderate, First Class accommodations

Telegrams "Astor,"

N. BEUMENTHAL

Manager.

for Families and Towists.

Under Personal Supervision of

Telephone, 119.

L. GAMEAU,

MUSIC LESSON.

at pupil's residence.

Hongbong, 9th March, 1925,

Concerts.

RSSONS in Violin, Mandoline and Guitar

Evening tingagements for Dances and

R. J. LOPES,

Ujo Honghong Telegraph Office.

Great Brituin, America, and Australia, ard

transacts banking business of every description,

INTEREST ALLOWED.

Fixed Deposits 12 months 41% per annum,

Hongkong, totalinly too

Oh Current Accounts 3% per annumon delly

do. 31%. do.

J. L. VAN HOUTEN

BREMEN

IMPERIAL GERMAN

* TO 5 LL

10th May, at Noon.

21st May, 10 A.M.

ALGIBRS,) " DERFYLINGER" WEDNESDAY, NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, Capt. G. Meiners BHANGHAI, NAGASAKI, KOBE | "LUTZOW " About WEDNESDAY, and YOKOHAMA Gapt. C. Dewers 19th May.

MANILA, YAP, NEWGUINBA, "MANILA" FRIDAY, Capt. E. Gathemann

MELBOURNE

(" PRINZ WALDEMAR " | About SATURDAY, YOKOHAMA and KOBE Capt. F. Iseke BORMEO " Beginning of June. KUDAT and SANDAKAN.....

For further Particulars, apply to.

NORDDEUTSCHER LLOYD. MELCHERS & CD.,

GENERAL AGENTS, HONGKONG & OHINA.

Hongkong, 6th May, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

CAPTAINS TO SAIL ON STEAMERS MARSBILLES, VIA PORTSOCEANIENSellier25th May, at I P.M. SHANGHAI, KOBE, YOKOHAMA ... TOURANELincelin7th June, P.M. MARSEILLES, VIA PORTSPOLYMESIEN Broc....... 8th June, at I P.M. "

Transhipment on the Co.'s Steamers at Singapore for Batavia ; at Colombo for Calcutta, Bombay and Australia pat Port Bald for the Levant, Constantinople and Black Sas. Through Tickets to London via Paris from £27.10 up to £71,10. 20 hours' rallway from Marsellies to London.

Interpreters meet passengers at their arrival in Marsollies.

For further particulars, apply to

P. de CHAMPMORIN,

QUEEN'S BUILDINGS.

Hongkong, 11th May, 1909

MESSACERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG. CANTON AND KOUANG-SI.

> S.S. "PAUL BRAU," 1,900 tons, 14 knots. -8.5. " CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speedlest, most luxuriously appointed and punctual steamers on the line Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 F.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fine and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Aprivto-Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton. or to their Agents

Hongkong, 9th October, 1908.

BARRETTO & CO., Hongkong.

HONCKONG-MANILA-ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnago.	Captain	For	Sailing Dates
		Ciana	400111	Immediate
S.S. "RIGEL"	, 1,750;;;	Diovert	The second of th	despatch

For Freight or Passage, apply to

May, 1904

BARRETTO & CO., Agents.

Intimations.

No. 1 DOCK.

Length inside 514 ft, Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5.ft. Time to pump out, 4 hours.

No. 2 DOCK.

Longth inside, 875 ft. Width of entrance, top 60.5 ft. bottom 45. ft. Water on blooks, 26.5 ft. Time to pump out, 2 hours.

THESE DOOKS are conveniently situated in Yokohama barbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Decking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and chesply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Versels in or out Dock, and for taking Sailing Vassels in or out of the bay," The floating derrick is capable feet deep. The former of the two is a river, of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be

The cust of Docking, and repair work, will be frund to compare favourably with that of any port in the world, ...

Telephone: Nos. 876, 506, or 681. Telegrams, "Dook, Yokobama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bootts. Yokohama, May 23rd; 1905.

To Let.

TO LET. C HOP and DWELLING HOUSE, No. 78,

Queen's Road, Central. __ Apply to-S. J. DAVID'& Co., Prince's Buildings.

TO LET.

Hongkong, 25th March, 1909.

NOS. 51, 53, & 55, WONG-NEI-OHUNG ROAD.

HONGKONG & KOWLOON LAND & LOAN Co., LTD., Noch Queen's Road West Hongkong, 9th March, 1909.

TO LET.

NO. 3 MORRISON HILL. Estry about

Apply to-Messes, JARDINE, MATHESON & Co., LTD.

Hongkong, 13th May, 1909.

TO LET. ODOWN No. (A. DUDDELL STREET.

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD.

Hongkong, 1st April, 1909.

TO LET.

FEICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 OLIFTON GARDENS, CONDUIT A HOUSE in Wong-MRI-CHONG, ROAD.

A HOUSE in RIPON TERRACE. OFFICES in YORK BUILDING: GODOWNS in PRAYA EAST, BLUE

BUILDINGS, and No. 168, DES VOIUS ROAD next to the Hongkong Hotel. FLATS IN MORETON TERRACE. No. 10, DES VŒUX ROAD CENTRAL,

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD Hangkong. 19th April 1019

TO LET.

TWO AIRY ROOMS in a house on from Robinson Road. Moderate Rental. For particulars, apply to-

HOUSEHOLDER, Clo Hongkong Telegraph. Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs, Shewan Tomes & Co.). Rents low.

Apply to-THE COMPRADORE DEPARTMENT E. D. Sassoon & Co., Queen's Road Central. Hongkong, 24th Fabruary, 1009.

TO LET.

DOOMS suitable for Offices in No. 10, ICR IN HOUSE STREET, in rear of David Bassoon & Co.'s premises.

Apply to-DAVID BASSOON & CO. Li JUST LINDED:

A. 1, and Watkins.

The well-known and lamous brandy "Bisquit Dubouche

Per Bot. XXX Very Old Fine V.O.C.B. Guaranted 20 Years

S'ANIUQUIUO

QUINQUINA? DUBONNET?

FREJICH STORE, Sole Agent." Hangkong, 30th April, 1909.

BLACKHEAD & Co., SHIP-OHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON

AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING,

HONGKONG, SOAP AND SODA MANDFACTURER SOLB AGENTS FUK

HARTMANN'S RAHTJEN'S GENUINI
COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAIN' DAINLER'S PATENT MOTOR LAUNCHES.

Bole Agents for

FERGUSON'S SPECIAL CREAM P &. O. SPECIAL LIQUER POOTON

WHISKY, &c. BVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

KEASONABLE PRICES Davelinge with March same.

& 8, D'AGUILAR STREET

NOVELTIES OF THE SEASON

Trimmed and Untrimmed IAT RIBBONS, FLOWERS, FEATHER, &c., &c.

LACE SCARFS, MOTOR VEILS

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

WHITE, BLACK & COLORS. WOOLEN DPLAINES, NUNSVEIL-INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S. UNDERCLOTHINGS

Samples on application, Coast Port orders carefully executed. (sex Horgions, josh Berichter, 1907)

BATAVIAN CANALS.

A MONUMENT OF DUTCH ENTERPRISE

It is in their wonderful system of canals that we recognise the true genius of the Dutch in their administration of a tropical country. It is impossible to live in Batavia for any length of time without realising, with ever increasing intensity, the sound judgment displayed in providing free circulation of a large volume of water here, there, and everywhere throughout this cosmopolitan city. Recognising that Eastern peoples do not regard the questions of. sanitation from the scientific standpoint, the Government has by its system of canals reduced the danger arising from insanitary habits to a minimum. This will be more thoroughly realised when the system has been ex-

emplified, says a Maloy Mail correspondent. It has already been remarked that there is a v-1y gradual fall of the land from the southern' boundary of Batavia to the sea-a fall which is constant, from the Preauger high-lands: Be ving i, mind the heavy rainfall, it is obvious that two of the three great difficulties connected with a scheme of canals are, from purely natural Ciuses, practically non-existent.

There are then, entering Batavia at Mt. Cornelis and Tanah Abang respectively-i.e. the south-east and south-west corners, so to speak, two main canals, perhaps 60 feet wide, and 20 widened and deepened, and its banks protected. by a heavy courses of masonry. At a couple of miles further on, a branch to the east runs through the cultivated lands outside the town limits, making for the sea at a point about midway between Tandjong Prick and Batavia. At the Citadel, in Weltevreden, the original river danal divides out and west, the former being carried artificially through the town, running parallel to the electric tram, and in a bee line to the sea. The latter, following the steamtram, travels through the main street of the town, and for the most part in a straight line, also reaches the ocean. The other great canal from Tanah Abang makes a wide detour to the west of the town, and hus also some important off-shoots, connecting it with the central canal of which mentionhas been made. There are thus three main channels convoying a great volume of water through the town, along its greatest length, and these are connected by scores of subsidiary canals, the whole-system being so complete that there are few houses distant more than, tay, fifty yards from a stream of running water, from four to twelve feet deep or even

more than that after continued heavy rains. These canals are not only used for barges and raits bringing down timber and bamboo' from the highlands, and bringing up heavy goods from the docks, but they are to the pative bath and laundry. Horses are frequently washed therein, and the native does not hesitate to slake his thirst in its waters, which are, bye-the-b,e, always mud-coloured.

ALCOHOL AND THE RACE. PERILS OF PARENTHOOD AMONG THE

INTEMPERATE. A remarkably interesting paper, entitle "Alcoholism and Eugenics," was read by Dr C. W. Saleeby before the Society for the study

The effects of alcoholic poisoning and lead poisoning, he pointed out, were very similar They had the best evidence that they caused degeneration in offspring. The mother, the developing child, and the race suffered and of these the mother; of course, was the most

seriously affected. It had been shown. Dr. cal chy stated, that an enormously large proportion of the children born of parents engaged in lead work or allied trades died during the first year, while a similar proportion of those who survived were either morally or physically degenerate. It was, therefore, reasonable to assume that much the same state of things resulted from lead poisoning as from alcoholic poisoning.

NO PHENOMENON BO HORRIBLE. Taken in its entirety the case against alcoholic parenthood was overwhelming. No phenomenon so horrible was to be found in the entire realm of living nature outside the realm of

In combating this evil they did not propose to go back to Nature's methods and des roy. It was not proposed that they should work through a selective death-rate as Nature did. but through a selective birth-rate. They distinguished between the right to live and the right to parenthood, and, further, the application of this principle to the persons affected involved the greatest happiness for them, and the greatest monetary economy for society, while, at the same time, protecting the future. The interests of the race and the individual WEIG ONG

THE ALCOHOLIC DEVOTEE. The practical policy that it was desirable to advocate was interference with the parenthood of the alcoholic devotee. All future legislation and all future public opinion in this matter would more and more take the line of insisting | the Day Signals at sunset, and will, when on the immense importance of parenthood, and restriction that of persons addicted to alcoholism.

The president of the society, Dr. T. Claye Shaw, said the scientific study of the whole question had been placed on a much more satisfactory basis, and the excuse for heavy drinking had now been taken away,

> LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES

> TOILET REQUISITES FOR SALE IL-LYAQUILAR STREET,

> > HOMOTOMO.

WEAT IBR. FURBUAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected

A CONE

indicates a Typhoon to the Morth of the

indicates a Typhoon to the North-Rest of the Colony.

indicates a Typhoon

to the East of the

to the South-East

3. A DRUM

indicatesa Typhoon

of the Colony.

Colony.

A CONE point down-wards

A C NE

DRUM below

wards and

indicates a Typhoon: to the Bouth of the Colony.

A CONB point downwards and

BALL below

indicatesa Typhoon to the South-West of the Colony.

Indicatesa Typhoon

to the West of the

A BALL

A COMB

and BALL

Indicates a Typhoon to the North-Wee point upwards of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away imm the Colony.

Black Signal Indicate that the centre-is believed to be less than 300 miles-away imm the Colony.

The above signals will, as heretofore, bet hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered tobe of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown. Company at Kowloon.

URGENT SIGNAL

In addition to the above, when it is expectedthat the wind may increase to full typhoon. force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office :--

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be boisted at the sang time, superior to the other shapes,

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green, Indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

indicates that a typhoon is believed to be situated less than 300 miles from the Colony. III. Three Lights e tical, Red Green Red

11. Three Lights Ver tal, Green Red Green,

Indicates that the wind may be expected to ncrease to full typhoon force at any moment. No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the. information conveyed by this signal being firet

published by night. These Night Signals will be substituted the necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hole ed in the Harbour.

Aberdeen. Gap Rock. Sat Ki Wan. Wagian, Sal Kung, Stanley. She Tan Kot. Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm

Warning is boisted in the Harbour Further details can always be given to Ocean Vessels, on demand, by signal, from the light-

r, G. 7100

Intimation.

Powells

Furnishing Department

ALEXANDRA

Buildings.

(FIRST FLOOR)

We are now showing our "ART" TOILET SETS in four lustrous art glazes.

CRUSHED STRAWBERRY CELES.TE BLUE-BRONZE GREEN

ORANGE -

AT 9.75 per set of

also a useful and artistic.

WHITE and GOLD SET 7.50 per set of

:We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income. THE "POLO"

SCOTCH LACE YARDS LONG

is strongly recommended as a strong inexpensive, good washing Curtain, in white only.

We also Stock these Curtains at 6.25, 7.50, 8.60, 10.00, 12.50, 15.00, and /18.50 in white and ecru and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Frilled and

> Bordered, Madras in white and ecru

WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN

BOOK MUSLINS

and

EMBROIDERED

ALEXANDRA BUILDINGS.

28, Queen's Road.

Hongkong, 21th, May, 1909.

For Sale.

FOR SALE.

DEST AMERICAN SUGAR CORN SEEDS

> Cents each. Apply to- 20 80

GRACA & CO. No. 27, Des Vœux Road. Hongkong, 23th April, 1909.

FOR SALE

THE PERFECT VISIBLE.

The latest 1909 Model No. with the latest improvement, the lightest touch, the strongest and the best ever produced,

Far superior than Remington, Oliver, Underwood cheaper.

our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial...

We sell various makes of secondhand Typewriters.

Rent. out by day or week. REPAIR IS OUR SPECIALITY.

EMPORIUM

7. Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE -----USEFGL-ARTICLES

CLOTHING, FANCY GOODS TOYS

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen's and Children's.

HATS, BONNETS (Het Flowers), RIB. BONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRT ALPACCAS, HOSIERY ENGLISH and AMERICAN FOOT

WEARS, &c., &c. 14 Prices and Samples on application.

Best attention to all Coast Port Orders. Hongkong, 16th April, 1000.

AN APPEAL.

THE SUPERIORESS of the ITALIAI CONVENT, CAIME ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patropage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Onfa and Collars renewed on old ones. Cadles and Children's Under-clothing, Chil-

dren's Drosses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress, will also be most grateful for any PAPER, or old ENVELOPES to be made Into Books for the Children of the Poor Schools. who are taught by the Sisters. [19] Frank arr, sand April, 1908.

MR. J. A. POND.

RETIREMENT OF POPULAR SHANGHAL RESIDENT.

The N. C. D. News, of 3rd inst., says :-- The many friends of Mr. J. A. Pond, who left Shanghal for Home by the Miyaszki Maris on Friday, will be pleased to hear that the Stewards and members of the Race Club are arranging to make him a presentation in recognition of his services to the Club and as a mark of the esteem in which he is held by them. "

Mr. Pond, who is in his sixty-sixth year, recently resigned, under medical advice, from the position of Municipal Accountant, after being in the service of the Municipality for thirty-eight years. He has gone home with his wite and Miss Fond to enjoy a wellcarned rest from the arduous and responsible duties of the 'Accountant's office. In 'accepting Mr. Ponds resignation the Council took the opportunity to place on "record its high sense of appreciation of the manner in which his duties had been performed, aspecially during the past few years, when the growth of the Bettiement rendered those duties more exacting. The Council released Mr. Pond from the two years for which his agreement hill to. run and issued him the whole of the sum standing to his credit in the Superannua tion Fund. In recognition of his long and valuable service, conducted with integrity and unflagging industry, it is further decided to pa to Mr. Pond'a life pension of £500 per annum.

Mr. Pond, whose father was an Edinkurgh man, first came to China in 1858 and then went down to the South Sea Islands. Asch young man he saw a lot of the "world, travelling in the capicity of a supercargo. Returning to Ching he came to Shanghai where in a few years he' began business on his own account. On April 1, 1871, Mr. Pond entered the employ of the Shanghai Municipal Council and he served the com numity until April, 1909 Mr. Pond took reat interest in clicket and at one time was Treasurer of the Shanghai Cricket Club. He was also a member of the committee of the Shanghai Club. On Tuesday last. Mr Pond was entertained at a farewell dinner by his old friends and it is probable that mo e than one token of the regard, with which he was held in Shanghai will be sent Home to but in the near future. Mrs. Compton is one of Mr. Pond's two daughters and this lady is remaining in Shanghai,

Mr. Pond's associations with racing in Shang hai recall some interesting reminiscences. joined the Shanghai Race Club in 1872 and is consequently one of its oldest members. Very shortly after joining the club he began to take an active interest in the sport of racing and, though never having a large stable of his own, he became connected as a jockey and trainer, with some of the principal owners of race ponies. Mr. Pond was a most reliable and careful rider with excellent judgment, and tdok his place with the crack jockeys of the period, including such well-known and successful men as the late J. E. Waller, A. libert, C. A. L. Dunn, Harry Huichings, H. S. Bidwell and others, . Among the best poples he steered to victory on many occasions may be mentioned Prejudice, Royalty and Royalist. The first-named was a very fine specimen of the China, pony. He was purchased and owned originally by "Mr. Fungus!! (A. Ferguson), was sold subsequently to the late Mr. Alexander Myburg, and lastly to Mr. Buxey (Mr. H. N. Mody of Hongkoog); and under all these owners won many races including the St. Leger in 1880, the Shaughai Stakes in the Autumn of 1880 and both Spring and Autumn of 1881, the Spring and Autumn of 1883, being second and third in the same race in 1881, Prejudicatalso won the Champions at no less than three meetings in succession-in 1880 and 18 %, and was second twice-in 1881 and 1883 Royalist won the Griffins and Champions in 1802, and Royalty the St. Leger of 1891 beside other races. Mr. Pond was closely connected with the stables of Mr Fungus, Mr. Myburgh and Buxey, whose colours he carried to victory on many occasions. He was elected a steward of the Race Club in the early nineties and served several years. He was greatly esteemed by bis colleagues and rendered valuable service in his capacity of a steward of the club. Pond was an intimate friend to the last of the older members of the Race Club, and the absence of "Old Peter," as he was familiarly called by friends, from his accustomed place in the club rooms, at the rails during the training and at the races, will be felt with much

THE PROPOSED COMMERCIAL UNIVERSITY.

STATEMENT BY MR. FUKUWARA.

The following is published by the Jijias being a statement by Mr. Fukuwara, Director of the Common Education Bureau in the Educational Department, on the proposal to establish a commercial university, which is causing so much agitation among the friends, teachers, and students of the Tokyo Higher Commercial School and others :---

Viewed in the light of a central control of education, it is reasonable and expedient both is theory and practice that a commercial department should be added to the College of Law in the Imperial University, says Mr. Fukuwara. More than one half of the subjects to be studied in a commercial university refer to law and such branches of study as political economy, &c. Most of the subjects have a bearing on politics and political economy, and almost all of these branches are taught in the College of law. It is proposed to add a commercial department to the College of Law in the Imperial University, as recommended by the Council of University Professors, and the fixed number of students in the College of Law in the Imperial University is to be increased from 450 to 500, while graduates from the Higher Commercial Schools will be admitted to the College of Laws to complete their

THE O. S. K. "SBAITLE-MARU."

SUCCESSFUL LAUNCH AT KAWASAKI

On the alternoon of the 3rd instant the O.S. K. steamer Scattle Mars, now being built at the Kawasaki Deckyard, Kobe, was satisfactorily launched, as briefly reported yesterday. Shortly after 4 o'clock the invited guests assembled at the yard, and about three quarters of an hour later, Mr. Matsukata, the President, and Mr Kawasaki, Vice-President of the company Mr. Fuwa, Chief Secretary in the Hyogo Kencho, and a number of others appeared on the platform. Punctually at 5 p.m. the cord holding the steamer.was cut by Miss Nakabashi, daughter of the President of the Osaka Shosen Kaisha, and the vessel glided down, the ways into the water amidst the enthusiastic cheers of the crowds of speciators.

After the launch ten was served to the guests in the manager's office. Mr. Matsukata delivered a brief speech in which he referred to the progress made by the American service of Japanese steamers. Fifteen years ago the Nippon Yusen Kaish copened an American line, and was followed by the Toyo Kisen Kaisha, while now the Osaka Shosen Kaisha was about to open a service to America. On this development of the mercantile marine the country was to be congratulated. Mr. Maisukata then called for Banzai for the Osaka Shosen Kaisha. All responded, giving three Banzai, after which the gathering dispersed.

The Souttle-marn, which has a toppage of 6,000, is the second of three vessels of this type the Tacoma-maru, which was laubched about a month ago and is now being equipped. The third, which is to be named the Chicago maru, is expected to be launched about three months hence. All three vessels are to be placed on the acoma line of the company. Three more steamers have been ordered from the Mitsu Bishi Yard at Nagasaki.-Japan Chronicle,

Auctions.

and NOTICE...

HE SALE of OLD CHINESE CURIOS, advertised to take place on SATURDAY next, the 15th instant, by the undersigned at their Sales Rooms, in Ice House Street is Post poned and a quantity of BLACKWOOD FURNITURE, one PORCELAIN_INLAID BLACKWOOD SCREEN, a few SILVER CRUETS, SILVER BOWLS, &c., APPOULO PIANO-PLAYER with SELEC-TIONS a few pieces of OLD CHINESE PORCELAIN, one SECTIONAL CASE containing Plans of Hoogkong, Kowloon. &c., and a quantity of VALUABLE BOOKS will be Sold by Public Auction in its place.

(Particulars from Catalogue). TERMS:—As usual. ..

"Huches & Houch, Auctioneers:

Hongkong, 13th May, 1009. ...

SALE POSTPONED

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by 🦼 PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED.

at their Sales Rooms, No. 8, Des Vœux Road, comer of Ice House Street,

A VERY RARE AND SUPERE COLLECTION

OLD CHINESE CURIOS,

. Comprising:

IMPERIAL YELLOW DRAGON VASES IARS, CHAT SING NGAN STONE HORSES on CARVED-WOOD STANDS and GLASS COVER, One MI YAN IAOW BIG PEACH BLUE BOWL with STAND 500 years old, I MING DYNASTY OREAM JAR 500 years old, I Pair MING DYNASTY MANDARIN JADESTONE WINE CUPS 500 years old, KA HING BLUE VASE INLAID with GOLD FLOWERS 150 years old. 1 Pair IMPERIAL KIUNG LIUNG YELLOW BOWLS 300 years old, T KIUNG LIUNG 5-COLOURS VASE with STAND, Very Rare and Old HONG HI, KIUNG 1-IUNG-VASES, JARS and BOWLS from 300 to 500 years old. One Very Old KIUNG LIUNG JAR with PICTURE ENGRAV-INGS with STAND 350 years old, CARVED IVORY and BLACKWOOD ELEPHANTS, 3 SINGING BIRDS with INLAID GOLD CAGR and GLASS COVER, a quantity of CARVED BLACKWOOD WARE, SILVER CUPS, BOWLS, CRUET STANDS, MENU and FLOWER STANDS, DISHES,

KNIVES, FORKS, &c., &c., A Quantity of SCIENTIFIC BOOKS and MAGAZINES.

One APPOLLO PIANO PLAYER with 24 SELECTIONS. Cataloguès will be issued.

TERMS :- As usual. N.B.-Such a valuable collection ha never been offered to the Public before. HUGHES & HOUGH,

Auctionsers. Hongkong, 13th May, 1909.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

TUESDAY, the 18th May, 1909, at 11 A.M., at The Hongkong and Kowloon Wharf and Godown Company's Godowns, Kowloon,

ox S.S. "SCANDIA," 767 Bales PAPER. 203 Bales CELLULOSE, 40 Bales FIBRE,

سنت فع بالتناسسة في فلا بالله اللها والمناسسة والتناسبة المناسبة المناسبة المناسبة المناسبة المناسبة 25 Bales WOOLLEN YARN, they cannot be recognised; (All more or less damaged by sea water). TRRMS :- As usual And and A

HUGHES & HOUGH,

The Auction of the Auction of the Houghoog, 13th May, 1909

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realised from simple speculation, but the great fortunes are derived from legitimate and honest business -where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way." Prompt and faithful in every contract or engagement they enjoy the confidence. of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles. Before offering it to the public they first, made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statemen truthful. To-day they believe in it as we al believe in the word of a tried and trusted friend It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis ordered from the Kawasaki Yard. The first is | W. Bishop says: "I take pleasure in saying have found it a most efficient preparation, embodying all of the medicinal properties of pure cod liver oil in a most palatable form." stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists,

GUNS INECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30/s each. Illustrated catalogue. latest model Shot Guns, Combination Guns, sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minories, London, R.C. England:

TRAMWAYS COMPANY LIMITED.

time table

WEEK DAYS.

7:30 a.m. to 10:00 n.m. ... Every 10 minutes 10,000,a.m., 10 11:00 a.m. ... Every 15 minutes 11,30 a.m. to 12.45 p.m. ... Every 15 minutes 11.45 p.m. to: 1.15 p.m. ... Every 10 mlautes, 1.15 p.m. to 1.45 p.m. ... Every 15 minutes 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2,15 p.m. to : 3,00 p.m. ... Every 15 minutes. 3.30 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 8.00 p.m. ...: Every 10 minuter, NIGHT CARS.

8.45 p.m; and 9 p.m., 9.45 p.m. to 11.15 p.m.

every Kalf, hour. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes good and to gigo a.m. ... Rvery 30 minutes. 2,30 a.m. to 10.30 a.m. ... Every 15 minutes. 10,30 a.m. to 11.00 a.m. ... Every 10 minutes.

tico pimi to 5.00 pimi ... Every 15 minutes 4.00 p.m. to 16.00 p.m. 1.. Every to minutes 5.00 p.m. to 7.00 p.m. ... Every 15 minutes 1.00 p.m. to 8.00 p.m. ... Bvery 10 minute

11,45 a.m. to 12.00 noon... Rvery 15 minutes.

7.00 Noon to 1.00 p.m.... Every to minutes.

NIGHT CARS as no Week Davs. 'SATURDAYS

Extra cars at 3.15 p.m., 11,50 p.m. and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING

Das Voeux Road Central IOHN D. HUMPHREYS & SON

General Managers Handran, 1st April, 1909.

Consignees.

NOTICE TO CONSIGNERS:

THE P. & O. S. N. Co.'s Steamer

"OCEANA." FROM BOMBAY, COLOMBO AND

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. . .

This vessel brings on Cargo :-From London, &c., ex S.S. Moollan. From Australia, ex S.S. Mongolia, From Calcutta, ex S.S. Sicilia.

From Persian Guif, ex B.I.S.N. and B. P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 18th May, at P.M., will be subject to rent. No Fire Insurance will be effected by me is any case whatever, -

Damaged Packages must be left in the Godowns for examination by the Consigner's and the Company's representative at an ap pointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date No claims will be admitted after the Goods have left the Godowns,

R. A. HEWETT, Spperintendent. Honghong, 18th May, 1009.

Consignees.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-DLESBORO', LONDON, COLOMBO AND STRAITS.

THE Company's Steamship

"DENBIGHSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are

Goods not cleared by the 4th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever:

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

IARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th May, 1909. [399

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer

" POONA." FROM ANTWERP, LONDON, MALTA,

PURT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 14th inst., at P.M., will be subject to rept. 3472 No Fire Insurance will be effected by me in any case whatever.

Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which

Damaged Packages must be left in the

No claims will be admitted after the goods have left the Godowns. A. HEWETT

INDO-CHINA STEAM, NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE

date they cannot be recognised; -

Hongkong, 8th May, 1000

THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining

on board after 4 P.M. the 14th inst. will, be landed at Consignees' risk and expense. No Fire Insurance will be effected." Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD.,

General Managers. Hongkong, 11th May, 1909

FROM EUROPE.

THE H. A. L. Steamship

"SENEGAMBIA." Captain Eckhorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature

by the 'Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized, "

ing undelivered after the 17th inst., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

HAMBURG-AMERIKA LINIE

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

Hongkong Office. Hongkong, toth May, 1000.

No Fire Insurance has been effected.

S.S.- "POLYNESIEN." COMPAGNIR DES MESSAGERIES

MARITIMES. NOTICE TO CONSIGNRES.

ONSIGNEES of Cargo from London ex s.s. Sidon, from Havre ex s.s. Sidon, and from Bordeaux ex s.s. Ville de Dunkirque, in connection with above Breather are nereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon. Wharf and

Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing, and the west poor white contribute Optional Cargo will be forwarded on unless intimation is received from the Consignoes before 9 A.M. TO-DAY, requesting it to be

landed here. work is not being the Renking that Bills of Lading will be countersigned by the Undersigned. Goods semaining unclaimed after MONDAY, the 17th May, at Noon. will be subject to some and landing charges. All claims must be sent in to me on or before the 17th May, or they will not be recognized; 'All damaged packages will be examined on MONDAY, the 17th May, at 3 P.M.

No Fire Insurance has been effected. P. OF CHAMPMORIN,

Horgeorg, 19th May, 1909.

Intimation.

A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE "GOVERNOR AND HOUSEHOLD."

Watson's HYGIENOL.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rate which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL," A tea spoonful to a pint of water, or a tescupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint50 cents Gallon\$2.00

A. S. WATSON & CO

LIMITED HONGKONG DISPENSARY

KOWLOON DISPENSARY. Hon (kong, 17th March, 1909)

BIRTH.

On May 4, 1909, at Shanghai, the wife of JACOB FISCHER, I M. Customs, a daughter. MARRIAGE.

On May 1, 1909, at Tsingtao, ERIK TOLLER SEN, of Drammen, Norway, to DOLORES ROCHE, of Tringtag.

() ke Honghong (felegraph

HONGKONG, THURSDAY, MAY 11, 1909.

THE CHINA ASSOCIATION IN

SHANGHAI, When the Chairman of the China Association (Shanghai Branch) submitted his idea of local self-government is certain to annual report to the members at themseting be realised in the future. With regard held last week he was compelled to confess to the resources of China, the speaker held that they could not point to any great that these were ample to meet all her obligaachievement in regard to what might be tions and far more than all her present incalled "work done," but he argued that debtedness, but unless salutary reforms are although there had been great changes in seriously taken in hand (he added) a time the Government, matters affecting the admin- may arise in which this country may find istration remained on much the same litself confronted with financial troubles. footing as before. Not that the Chinese perhaps at some great national crisis Government had not issued orders and when all her resources and strength would edicts which afford promise of great consti- be wanted. The contention that it is intertutional reforms in the future, but so far, to fering with Ghina's usovereign rights "to use the speaker's words, "it has been a time hypoth cate loans for special purposes seems of 'great cry and little wool.'" In a broad I to us to be quite misleading. No British sense this may be deemed a truism, but financier has the slightest desire to interfere Rome was not built in a day. There has with China's "sovereign rights"; in the been evidence galore that the Chinese are absence of constitutional government, as adopting active measures and taking ener- understood in Western countries, he looks getic steps to advance the importance of upon the loan agreement as a substitute for the Empire as an industrial and commercial a Chinese Act of Parliament, under which factor, to lead the people in the direction of the purposes for which loans are negotiated higher ideals in the way of modern thought | are specifically laid down, he expects these and methods and to realise that prin- | conditions to be adhered to. On the quesciple, which to many minds is being tion of currency reform there was of course followed far too precipitately, of China for little to report beyond the fact that the the Chinese. It was Lord William Cecil, who in a letter to the Times, wrote that China had begun to revolve, that " after 2,000 years and more of conservative existence China has realised that she must change," and-the only-question-was, which way shall- lessor-Jenks-was a foreign-expert who offeredshe change? The writer does not pretend | sound dieta as to the best methods of curto realise the form this movement will reacy reform and nothing came of it ultimately take, but any observer must see Again the Chipese Government is pledged. for himself that the advent of a new Emperor to the introduction of a uniform national guided by men of travelled experience and coinage by the terms of Article III of moted patriots, will prove of enormous value | the Mackay treaty, but for all that has In leading the Chinese along the paths of been done in the matter since took the progress and material advancement through | agreement might be a dead letter. An the enlightened views which are held by the exceptionally interesting passage in the re-

refincipal mon holding the reins of the Em. | port bad reference to the credit system. He

leave well alone, if we could only feel that there were no dangers ahead, but although it is disheartening to find it so difficult to get anything done, we believe that we are doing good work in quietly and temperately making representations to those in authority when we feel that British interests are likely to be affected by the course of events, and in saying British interests it would be difficult to point to an instance in which British interests conflict with the best of China herself." It seems clear that the Chairman of the Chiba Association at Shanghai not exactly in favour of the principle of decentralisation, but in a country like China where the conditions of one pro-

vince differ so widely from those of another it is difficult to see how any effective scheme of Central control could be effectively maintained. For example, the inert and conservative gentry of Hupeh could not be compared with the alert, energetic and keen-witted gentry of Kwangtung, and it is not surprising if the provincial government at Canton should claim greater powers of local administration than those granted to provinces lying nearer the metropolis. Where Imperial matters are concerned these are bound to rest with the Government at Peking, but otherwise the whole question is under consideration of the Chinese Government-which is an old story. The speaker suggested that China should engage the services of a foreign expert and that is the general view, but Pro-

pire. Accepting the fact that last year was remarked: "Asna subject closely allied to a time of "great cry and little wool," it is currency, the attention of the committee certain that among the Chinese themselves has been drawn to the system prevailing a a broader outlook is being taken of their. Tientsin of selling to Chinese on terms of national importance, as indicated by the credit, by the crisis in the trade there, and demand for constitutional government, the by the claims put forward by foreign mermanifest desire for Western knowledge and | chants there for compensation from the Imtechnical education, the readiness shown to perial Government. If the Chinese Governmaintain the dignity of China and resent | ment is prepared to accept responsibility for slights on their national character, and in native commercial debts, there will be no other ways which need not be alluded lack of claimants from every port in the to at the moment. When the speaker country; the amount of bad debts at Shanghad declared that nothing of great import. I hai alone in the last two years cannot but be ance had occurred in administrative affairs | very large. No Government in the world during the year, he made allusion to would undertake such a responsibility, and what is certainly a noteworthy fact, the it must be admitted there is point in the increasing power of the provincial Govern- Chinese comment that the presentation of ments. In this connectionhe said: "Per- the claim is proof that foreigners are not alhaps the most striking development for the ways as reasonable as they pretend to be time being is the tendency to greater asser- The Committee are opposed to any extension tion of provincial rights by the provinces, at of trading under the credit." He added:the expense of central control. The country | "We'are glad to be in a position to acknowhas heard a great deal about constitutional ledge that the sympathics of the foreign government-it is evident that if the principle. Exchange Banks are against the developof representation is admitted, the local ment of the credit system, and we can gentry will have a more direct share in the Jonly hope that shipping firms and financi-Government of the country in the future al houses at home will co-operate with them,! than in the past; apparently they are not He animadverted on trade in Manchuria, prepared to wait until the new system has Japanese influence, trade marks, import BUBONIC PLAGUE! been inaugurated, but feeling that they are, duties, mining laws, etc., with a side glance even more than formerly, a power in the at the opium question which he dismissed land, they are disposed to exert authority in these words :- "We have done little or more and more in the direction in control- nothing about this question, as we have ling provincial affairs, and are inclined too regarded it, as it were, as sub judica Total regard many public works as local affairs, in suppression presents many difficulties, and which they are entitled to take a hand; even we have no desire to add to these difficulties although the Central government may be by anything we may do or say." He was providing the funds out of foreign loans. against increased facilities being afforded the The provincial administrations seem in press in municipal matters and even advised clined to encourage this movement, in the greater reticence in regard to the publication absence of a united government under a lof contentious matter. Perhaps he is right, strong leader at Peking, and perhaps to this perhaps not, but the fendency of the day is cause, as much as to any other, may be at- | to grant increased facilities to the press rather tributed the unsatisfactory control of railway I than to restrict its usefulness as a public funds, the mismanagement of the currency | servant, We wonder if Mr. F. Anderson, the and the impediments thrown in the way of gentleman from whose atterance we have developing the mining resources of the coun- quoted, is among those who would deny the try. There may be much to say in favour press access to all gatherings of public inof local management of purely local" affairs, | terest and yet complain every evening that there is certainly a great deal to say against "there is nothing in the paper to-night?" too great or too sudden change in an old | On the whole the Shanghai, Branch of the established and complicated system of go. China Association cannot claim to have vernment like that built up in China; many I done more during the past' year than mainof us would only be too glad to say why not I tain a policy and attitude of "masterly in-

LOCAL AND GENERAL.

AMONG Easter distinctions conferred by the Tear is that of the First Class of the Order of St. Anne given to M. Malevsky-Malevitch, Ambassador in Tokyo.

INSPECTOR Withers and Sergenut E. Fox, of the Hongkong Police Force will leave the Colony in a few days' time for the hemeland on a well carned holiday. They will sail on the 25th instant, by the French mail steamer

BREVET-COLONEL H.'. G. Fitton, D.S.O. Queen's Own Royal West Kent Regiment, who was promoted to the command of the and Bat talion when it was stationed at Hongkong, will retire from the command of the battalion at Bangalore in August next under the four years rule. It is stated that he will get a staff appointment in India in due course.

A MEMORIAL tablet in bronze has been unveiled at Rotterdam in the house where Ferdipand de Lesseps lived from 1838 to 1833, when he represented France there as a Consul. The Rotterdam Lloyd, which some time ago cetebrated its 25th anniversary, thus honoured the "Creator of the Sucz Canal," to whose initiative traders to and from India are so much indebted On the 16th April last a man named Ip Chil Fuk (with a Lases innumerable) was banished from the Colony for five years. It was not the first time that, ip had been deported—this wil record his third occasion. Yesterday afternoon, while a warder of the Victoria Gaol, Noor Ahmed, was off duty, he spotted Ip in Connaught Road, and, needless to say, considering there is a \$10 reward offered for the arrest of al persons returning from banishment, he placed him under arrest. Ip pleaded guilty to the charge in the Police Court, to-day, and was sentenced to six months' hard labour, and six hours' exposure in the stocks.

of one of the Apcar steamships, was-charged stamped. in the Police Cour, this morning, with assaulting one Wong Leung, an opium diven' keeper, of 6, Cheung Hing Street, and with doing damage to property to the extentions seventy cents. A quarrel, it would seem, took place between the Chinaman and the Lascar, with the result that the latter struck the Colestial in the face, and in his "white ! heat, desto pay the complainant one dollar compensa- The Ordinance brings into force in this Colony

CHARGED with fraud in connection with the sale of stamps purporting to be used for postage and revenue purposes in British North Borneo, John Stewart Lowden, a stamp dealer, of Villiers-street, Strand, and Henry General, seconded by the Colonial Secretary... Harmer, a stamp dealer, of Preston-road, West-Police Court on the 14th ult. Chief Inspector Blockley, who arrested defendants, said he 1 1901 (England) believed that these alleged forged stamps had been disposed of to a yery large extent. In quantity of British North Borneo stamps, which he took possession of, together with a quantity dinances 1903-1908. of memos referring to the stamps, which were [Agreed. found spread out on a table. The magistrate fixed Lowden's bail at two sureties of Linco each, and Harmar's at two of £500 sach.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:-His Excellency the Governor, Sir Frederick Lugard, R.C.M.G., Colonel Darling, Hon. Mr. F. H. May C M.C., (Colonial Secretary), Hon, Sir Henry Birkeley (Attorney-General), Hop, Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.C., (Director of Public Works), Hon. Mr. F. J. Badeley, (Captain Superintendent of Police), Hop. Mr. A. W. Browin (Registrar General), Hon. Dr. Ho Kal. M.B., C.M.G., Hon. Mr. Wei Yuk, C.M.G. and Mr. C. Clementi (Clerk of Councils)."

Hon, Mr. H. E. Pollock, K.C. Hon, Mr. E. A. Hawett. Hon. Mr. II. A. W. Slade.

The minutes of the last meeting were read and confirmed.

FINANCE. The Colonial Secretary laid on the table the report of the Finance Committee (No. 3).

FINANCIAL MINUTES. The Colonial Secretary laid on the table Financial Minutes Nos. 13 to 17. It was agreed that they be referred to the Finance Committee. DIVAN LICENSERS.

With regard to the question of compensation to the licensees of divans, the Colonial Secretary made a statement which was inaudible at the

His Excellency the Governor said that connection with the criticisms which were made at the last Finance Committee on the vote for \$10,0 o compensation to the licenseds, he wished to temind the Council that on 11th 'March' last he submitted to the Council the despatch from the Secretary of State which referred to this subject. The Imperial Government proposed to close the whole of the divans at once as they originally appounced and promised that they would receive compensation. It was also agreed to pay a substantial part of any loss which might accrue in this Colony through the carrying out of that policy. But they made this condition—that whatever compensation might be found to be equitably due the holders of these licences would be provided from Colonial funds. That was to say, the licensees should no longer have a renewal of their licenses during the current year. It was part of the arrangemen made with the Imperial Gov rument and by which we would receive a substantial part of any loss incurred by this Colony, and consequently we should obtain the bulk of the funds for the current year until the Farm contracts had expired on 31st March next. We could not repudiate our part of the debt and would claim the fulfilment of the policy of the Imperial Government. After referring to the speeches of unofficial members on this subject. His Excellency said Le trusted that the Council would not desire it should be understood

been informed. ELECTRIC TRAMWAY. The Colonial Secretary-moved the following resolution :--

by H. M. Government that the Council re-

pudiated the views that had already been re-

corded and of which the Secretary of State had

Resolved that the resolution regarding the running of workmen's cars by the Hongkong Tramway Electric Company, Limited, now known as the Electric 7 raction Company of Hongkong, Limited, passed by the Legislative Council on the zist day of June 1906 be and the same is hereby rescinded.

Mr. Wei Yuk seconded.

Dr. Ho Kai wanted to know whether the arrangement was on record and whether it was binding thing on the company,

. The Colonial Secretary said that the arrangement was on record in writing.

The resolution was adopted. "POSTAGE STAMES.

The Attorney General moved, and the Colonial Secretary seconded, the first reading of a Bill entitled An Ordinance to demonstize Postage Stamps, bearing the Head of Her late Majesty Queen Victoria. "

The object of the Pill is to authorize the demonetization of postage stamps bearing the head of Her late Majesty Queen Victoria."

The Bill makes the following provisions : -From and after the 30th day of April, 1909 the use of postage stamps bearing the head of Her late Majesty Quien Victoria shall be dis continued.

After the said 30th day of April, 1909, any letter, newspaper, book, pamphlet, document, parcel, packet or other material whatsoever stamp bearing the head of Her late Mejesty ALI-MAHOMMED, a scaman, in the employ Queen Victoria shall be deemed to be not duly

> ABOLITION OF DEATH SENTENCE IN CASE OF CHILDREN.

The Altorney General moved the first reading of a Bill entitled An Ordinance to amend the law with respect to children and young persons.

The Colonial Secretary seconded. Bill read a first time.

troyed some opium-smoking paraphernalia. On The Bill provides for exemption from the the first charge he was fined \$1, on the second death sentence of persons under sixteen, and man Chan Sun, a native of San Wni discount \$2, and also ordered by the Magistrate | provides other publishment in place thereof the provisions of the Statute 8 Edward VII Cap. 67. S. 103 recently passed in England,

LARCENY. The first reading of a Bill entitled An Ordinance to amend The Larceny Ordinance, 1865, was adopted on the motion of the Attorney The Bill effects an amendment of The Lar. cliffon-Sea, were remanded at Bow-street ceny Ordinance, 1865, by the adoption of certain provisions in the Imperial Larceny Act

PUBLIC HEALTH AND DUILDINGS. The Attorney General moved the second the prisoner's office the witness found a large reading of the Bill entitled An Ordinance to amond The Public Health and Buildings Or-

LIFE INSURANCE COMPANIES.

The Attorney General moved the second Leading of the Bill entitled An Ordinance to

ance, 1907, 3 The Colonial Secretary seconded.

The Bill passed the second reading and th Council went into Committee on the Bill. The Bill passed Committee

The third reading was adjourned. CODE OF CIVIL PROCEDURE. The Attorney General moved the second reading of the Bill entitled An Ordinance to

amend The Code of Civil Procedure. The Bill passed the second reading and went through Committee. -EVIDENCE ORDINANCE. ..

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Evidence Ordinance, 1899. The Bill passed the second reading and w nt

through Committee. By permission of the Council the Bill was | pephew. The passage cost me \$10. read a third time and passed.

WIRELESS TELEGRAPHY. The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Wireless Telegraphy Ordinance,

The Colonial Secretary seconded and the second reading was carried.

The Council went into Committee on the Bill which passed through without amendment. By permission of the Council, the Bill was

read a third time and passed. MERCHANT SHIPPING ORDINANCE. The Attorney General proposed that

Council go into Committee on the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899. The Colonial Treasurer said that none of the

unofficial members except those representing the Chinese had seen or studied the new amendments and he proposed that consideration of the Bill in Committee be postponed.

PEAK TRAMWAY. Council postponed Committee on the Bill entitled An Ordinance for authorising the Construction of a Tramway within the Colony of Hongkong.

ADJOURNMENT. The Council adjourned uptil Thursday, the

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be

adopted by the Council:-

PUBLIC WORKS OFFICES. A sum of five thousand four hundred and fifty dollars in aid of the vote Public Works, Extraordinary, Extension of Old Stables to provide additional office accommodation required for Public Works Department.

PUBLIC WORKS DEPARTMENT. A sum of two thousand two hundred and thirteen dollars in aid of the vote Public Works Department, Other Charges, lees, etc., for stocktaking of stores.

CONVEYANCE ALLOWANCE. A sum of pivety dollars in aid of the vote, Medical Departments; C.--Institutes, Other Charges, Bacteriological Institute and Mortuaries, conveyance allowance to bicteriolo-

gical assistant. COLONIAL SECRETARY'S OFFICE. A sum of:two hundred and seventy dollars in' aid of the vote, Colonial Secretary's Department

REPAIRS TO LAUNCH, ' A sum of three hundred and two dollars in aid of the vote, Medical Departments, A .-Staff, Other Charges, Health Officer of Port,

and Leg slature, Other Charges, typewriter.

repairs to launch. This was all thebusiness:

A Lost Passage:

FARMER ALLEGED TO BE SWINDLED.

BROTHERS TO ARRANGE WITH CUSTOMS OFFICIALS IN AMERICA FOR HIS LANDING. The story of how a San Wui farmer named

Chan Sun failed to teach, or to be "smuggled" into, San Francisco; how he had been swindled by an alleged immigration sharp, and how he suffered at Shanghai, where he left the ship, was related to Mr. Justice Gomperiz, in the Summary Jurisdiction Court, to-day. The facts go to show how ensily it is for those on the look-out in Hongkong to baffle those "green-horns" from the country. and on what a scale the smuggling of unfortunate men into various parts of the United States is carried on,

The case in point was that in which a curio transmitted by post stamped with a postage | dealer named Chan Kwan Shan, of 24, Queen's Road Central, sued the Po On firm, 2 9 Queen's Road West, and its managing partner, Ng Ching Yaen, to recover the sum of \$200, which was alleged to have been deposited with a man named Chan Yik Kwong by the plain- No tiff, at the request of the defendants-money to purchase a passage ticket to America for the man Chan Sun.

Mr. P. Sydenham Dixon represented the 5300?-Yes, return passage. plaintiff, white Mr. F. X. d'Almada e Castro defended.

The case for the plaintiff was told by the trict. He stated that he came to Hongkong on 20th April with the intention of proceeding to California.

Mr. Dixon-What did you want to go there

Witness-I have two brothers there who keep a grocer's shop. What did you do when you came here?-

went to the Kwong Man Sing firm (the plain tiff firm) where a man had some conversation with the plaintiff. I afterwards learnt that that man was to see the matter through;

Why did you go to the plaintiff !- He last on deposit! relative of mine.

Was he to pay your passage ?- Yes. And how was he to recoup himself? -Well you see my brother's drafts always go through his hands.

The witness, continuing, said that he came t Hongkong to go to California in consequence of the receipt of a letter from one of his brothers. On the wird April a man camed Chan Yes, adjourned.

amond The Life Insurance Companies Ordin- | Kwong took the witness on board a Japanes steamer. The passage, was to cost \$200 and was paid by plaintiff. When witness gut aboard, it was about 8 pm. then, Chan Yik Kwong said to witness: "Well, old Chan, you had better sleep here. I'm very busy and can't attend to you now. I have to go ashore." He then left, and the ship sailed at one a.m. daylight (Laughter). The witness here corrected himself and said one p.m. "I never saw Chan Yik Kwong again," went on the wilness, " so I inquired whether he was on board. I asked the compradors and he said he did not know the man. I then related my story to the compradore." The ship sailed for Shanghai, where witness left her, and returned to Hong-

> Mr. D xon-How did you get back?-I had only 57 on me, but I borrowed money from a

When you got to Shanghai what did you do? -l went to the Kwong Sing Fook firm, and then to the relative, requesting him to write a letter to the Kwong Man Sing, a firm of jewellers in Hongkong, telling them of my predicament.

The Court - Why d d you leave the ship at Shanghai?-Because Chan Yik Kwong was .. not on board. He was to take me to America. Did you have any money on you to carry

you to America?-No. Have you tried to find Chan Yik Kwong since? -There was an advertisement for cheap goods for sale. (Laughter).".

Have you seen him since your return? -No. Did Chan Yik Kwong give you the passage ticket?-No, he only showed, it to me. He said he would hand it to the ship's officer.

"Mr. d'Almada (cross-examining)-Where did you reside when you came here?-At the Kwong Man Sitig." For how long?-Over ten days.

Did you constantly see Chan Yik Kwong?-What could I see of him when he has abscorded. (Laughter).

Did you have any conversation with him?-Did you get many letters from your brothers

atking you to go to America? - Constantly. Did your brother in his letters say that he had arranged with the Customs people in America to allow you to land?-Yes.

And it was after your brother's assurance that he had arranged for your landing that you consented to go? -Yes.

You also told the plaintiff that everything hadbeen arranged with the Customs people in America?-Yes,...

And you asked him to arrange your pass, age?-How can I say whether I was allowed to land in America or not. It was for Chan Yik Kwong to pur me through. (Laughter);

Didn't your brother say he had arranged your landing? - My brother said nothing at all about arranging anything with the Customs people. All he said to me was to come.

But you said so a minute ago? - How could my brother tell whether I could land or not? Didn't your brother write to you saying he had sent drafts for your passage?-Yes.

You said you went on board a Japanese ship, Were there any Chinese crew on board? - Yes. How many?-Now, how do I know? Are you sure there, were Chinese crew on

board?-Sure. I ought to know when s me of the crew belonged to my own village. Were there any Chinese passengers?-I don't know. I know there were some Indian devils.

on board. (Laughter). Did you get any food on board?-I was a

How did you pay for your "chow"? -I told the compradore how I was situated. Be said I had been swindled, and baid I could pay at Shanghai.

Where were you quartered on board?-in a hold forrard.

Was there any medical examination of the passengers and crew?-Not to my knowledge. Was it not till after the ship sailed that you were found in the hold?-No.

Are not your two brothers doing a good business in Americ.?-How do I know? The witness was here teprimanded for his

insolect answers. Why did you not tell the ship's officers that your brothers would pay your fare at the other end?-How could I say so without Chan Yik Kwong? (Laughter),

Did you look for him?-I looked for him after the ship sailed.

The next witness was Chan Wab, the menaging partner of the Man Ying Cheung firm piece goods dealers, whose evidence was practically of no importance. He said that he visited the defendant firm one day, and noticing that there was a chesp sale on, he went in and purchased a purof shoes for \$1.05. The usual price for. shoes of that kind was \$1.50.

The plaintiff was re-called, and asked by the Court: Do you know what the ordinary pass. see money is from Hongkong to America?

You have sent people to America beinge?-Isn't the passage money between \$200 and

But is not that the usual fare? -- Steerage passengers pay between \$100 and \$200. The defendant was called. He said he

was the sole owner of the defoudant firm and resided most of the time in Canton. He did not know the plaintiff or the man Chan Yik Kwong. (His business in the Colony was that of making shoes. The business was left in charge of a man named Mak Yik Sang, but the latter was never ordered, to guarantee any debts. Defendant denied that the chop in the payment book was the chop of his firm. The characters were different. His firm's chop was round-not square, as appeared in the book. · He had never corrowed money in the course of his business. He had never received money

-In cross examination, the defendant stated that his firm made a profit last year of over \$100. His business was a ready cash ona. The defendant on being asked to produce big payment book handed to Mr. Dixon a blank account book ! His excuse was that hat knew very little of the firm's business, as he was nearly always in Canton. The capital of his firm
was \$4,000. The rest of his shop was \$11.7 After further questioning the chie was

Kowloon-Canton Railway.

PROGRESS REPORT.

DELAY IN CONSTRUCTION OF KOWLOOM STATION YARD.

At the meeting of the Legislative Council this afternoon, His Excellency the Governor made special reference, in a speech of nearly an hour's duration, to the report (which we submit below) by the Chief Resident Engineer of the Railway on the progress of the works i connection with the Kowloon/Canton Railway Most of his Excellency's remarks were concerned with the increased estimates, necessitated by the inclusion of works which had not proviously been incorporated in the estimates. Even the estimate, as at present submitted, was doubtful and merely approximate. He commenied upon the large estimated increase in the cost of the tunnel and spake at length on the subject of the bridges required in the course of the line. His Excellency gave credit to Mr. Waite for his work in connection with the tunnel, and expressed the opinion that it would be finished by the end of the year, and the perminent way opened by May, 1910. . The Governor afterwards referred to the stations Officer regarding the health of the employees number of coolies employed on the railway during the year was 3,244.

The report of the Chief Resident Engineer (Mr. Graves W. Eves), dated 9th March, 1909, on the Kowloon-Canton Railway (British section) is as follows :-

In presenting this report for the works done during 1928 which includes an estimate for the completion, I would first make a lew general temarks with regard to the progress and cost of the work going more into detail under each male head of the estimate afterwards.

Good progress has been made everywhere with the exception of the reclamation of a site for Kowloon Station Yard, but arrangements are being made whereby it is hoped that the delay in the completion of this work will not interfere with the opening of the line for public traffic. Elsewhere, especially in Beacon Hill Tunnel, the work has been carried out at a very satisfactory pace. The heading driving in the big tunnel will be finished fully six months shead of the time specified in my last annual report, but I do not think it lively that the date specified in that opening for public traffic (May, 1910) can be ultered.

In the New Territories, the appointment two native assistant doctors, one at Shatin and the other at Taipo as well as the better medical and savitary arrangements made during, the year greatly facilitated the good progress made. The Railway Medical Officer's report shows very plainly how much benefit has been reaped by these arrangements which, though in some cases rather costly, have in every case I consider fully warranted the expense incurred.

'At Taipo' the slaft suffered rather severely' during the last six months of the year. Hardly, a week went by without one or two of the Europers foremen being down with fever for two or three Tays at a time. Notwithstanding this, however, the progress there has been very good both in tunnel work and bridgework.

Turning now to the cost of the railway which is given in a summary at the end of this report, column C gives the figures of Mr. Bruce's and the Honourable Director of Public Works' estimate. Column D gives the estimated cost of works as per last year's report. It is impossible to arrange that the first estimate should contain everything required for the railway without unduly delaying the publishing of that estimate,

The total actual expenditure to date is given in columns I and I and the total estimated to complete in columns K and L and the sum of these represents the total cost of the railway gives in column M.

The figures for land remain as in last year's annual report, and cannot be regarded as an exact estimate, since certain matters, in regard to resumption, and the proportion of cost to be bonce by the railway are not finally decided, The amount paid during the year was mainly for purchase of land at the south-east corner of Kowloon Peninsula commonly called Black-, head's Point.

EARTHWORK.

Under this heading the progress was good with the exception of the reclamation in Kowloon Station Yard which is in the hands of European contractors. Up to the end of December, 1908, when 60 per cent. of the contract time had lapsed, 2,265 feet out of actotal of 4,300 feet of sea wall had been completed to full section and only about 40 per cent. of the quantity of earth in reclamation had been filled in. Howevery these percentages do not give fair basis to calculate the time of completion as the progress now is better than during the first six months.

The high embankments between Hunghom and the South Face of the Tunnel are giving trouble as the ground cannot bear the weight. In several places where the hard ground is very fir below the surface, embankments are sinking in fast causing the ground to spue up all round. The movement of the ground is affecting some of the bridges which have crack. ed in consequence. However, there is a surplus up the subsidence and I expect that by the lock met with, sidence reduced to a very small amount.

the majority of it is more like & greanstone or actual cost. dilete because to put to put suite terched spirits beards ber los tar met sea competer it ambediate to der Apie beschief the line Mount of the Manison Hills.

some of the cuttings. The large cutting north of Taipawill probably be the last of the line to be finished. This cutting is carried through an enclosed valley at 17 feet lower than the surface of the valley. A very large amount of sub-soil water will have to be dealt with which will require rather larger drains than usual,

Nearly all the slopes exposed to the action of the sea have been protected by stone pitch. ing and above this turking has been done to protect them from the wash of heavy rain.

The cost of sea wall between Granville Road | for, storm wateroutfall and blackhead's Point and also the cost of certain works required for the safeguarding of the rallway in the big cutting near Hunghom are now included in this sub-head (carthwork) and covered by savings on the general work. The Consulting Eng. neers have continually expressed an opinion that such a deep cutting as that at Hunghom is not safe in suft material and now that the interior of the hill has been exposed and found to be of a soft friable nature certain works have to be carried out so as to avoid slips during beavy rain which might endanger the traffic. TUNNELS,

The first tunnel near Yaumati was driven and fully lined during the year and only the masonry faces remain to be put on.

Beacon Hill Tunnel which is the largest work on the line made very good progress duren route, stated that the report of the Medical ing 1908. Up to the end of 1907 the headings from both sides had been driven a total of 2,100 was very satisfactory and that the average feet from the permanent faces. This represented practically one year's work. During 1908 another 3,544 feet, was driven making a total of 5,614 feet altogether, of which 2,528 was driven from the south and 3,116 from the north side. The difference in distance driven was due to a large extent to the length of suo feet driven both ways from the shaftat the north side. In other respects the progress was fairly even on both sides of the bill. The material through which the heading was driven at the south side, however, was much more variable, in some places wet running sand being met with, which added greatly to the expense and caused considerable delay.

The soft rock extended much further into the hill on the south side than on the north which will necessitate the heavy section of lining being carried much further than was estimated for

Work was carried on night and day continuously all through the year with the exception of a stoppage of about ten days early in April at the north side to fix the cage in the shall and in the end of July and the beginning of August the typhoon damaged the coolie. theds so much that the coolies all ran away and in consequence the work stopped for near-I a week. Not counting these stoppages but taking into account that work was carried on at four faces (two extra from shaft at north side) during thirty-five days, the average daily progress per face was 4 47 feet as against 1'97 per day per fact for 1307,

During 1907 a total length of 465 lineal feet of heading was widened out to full section of tunnel and lined and during 1908 a length of 2,940 feet making a total of 3,405 feet. Of this total a length of 2730 was lined to the full heavy section of brickwork.

The balance of 675 feet was left unlined to ice if it would be safe to leave it without support. It was decided, however, in view of the constant change in the nature of the rock, that this would be rather dangerous so, a thin skin will have to be put in to prevent small pieces of rock breaking loose with the vibration of the trains and falling on to the line.

keep sufficient men on the work to make the widening out keep pace with the heading. is hoped that when the headings meet there will remain not more than 2,500 feet of widen-

The cost of the tunnel-driving was very much made possible by coolies getting more trained to the work. The estimate, however, will be very largely exceeded in this tunnel. The average costs per lineal foot of heading, enlarging and bricking in during the year were \$70.49, \$140.86 and \$113.54 respectively. Up to December, 1907, the figures were approximately \$184.00, \$275.00 and \$221.00 respectively per ineal foot.

It is a very difficult thing to give a price for completion of this tunnel. With the constant variation of the rock-and liability to sudden inrushes of water the cost may vary as much as so per cent, per lineal foot between various months.

In the estimate fir the completion I have allowed rates less than the average for the whole of last year as the costs during the year showed a fairly steady decrease.

The central part of the tunnel though it cannot be left altogether unlined can have the thickness of the lining very much reduced and a saving made in brickwork quantities compared with the outside lengths.

A-rough estimate for the completion is:-Lining shaft at north side. \$ 6,000 Heading driving, Widening out, Depreciation/of plant,

\$1,121,000 This brings the total cost of the tunnel to \$3,000,000 or \$1,300,000 more than my catimate of 1907.

herdness. The interior of some of the big-cut- merous faults and backs which causes the vanced. Very little now remains to be done to ther minor heads. It was not found possible tings near Lok Lo-ha turned out to be, much drills to jamb. The quantity of explosives on other minor bridges. of the rock is quite different from the and this above all other causes, made the major and minor bridges proved more difficult a great difference. The expenses of salaries of granite usually met with in Hongkong; greatest difference between the estimated and than usual. The labour was very bad especi- engineering staff, storm accounts and indoor

to drill through, in order to make the re- reached such hard rock that the consumption piling had to be done as well as pumping which works expenditure for the year and 5'1 of the year was 1,533 and about 1,715 on the rest of

which was about three times what was estimated. This increase applies both to the heading and the widening and shows how misleading comparisons with tunnels in other parts of the world were. This hard rock has continued almost continuously at the south face, but not quite so badly at the north face.

The great hardness of the rock necessitated very large gangs of blacksmiths to keep the drills sharp and also caused much greater wear and tear on the rock drills than was estimated

had hopes that it would not be necessary to line the central portion of the tunnel except with a light flying arch and probably not even that. However, owing to the bard and massive nature of the rock it is necessary to build side walls from which to spring the srch for the roof as a grad beach cannot be dressed in the rock. The rockthough very hard is full of faults and backs which render it liable to shake loose and come down with the vibration of the passing trains. Any such accident would be very serious and the risk is not worth the saving obtained by leaving the tundal without lining.

Damages done by typhoons were originally charged to a separate unestimated sub-head, but afterwards this damage was charged against the works concerned which was chiefly Beacon Hill Tunnel.

In Tunnel No. 3 the headings were completed and all fully widened out and lined except a length of forty-five feet in the centre. The two portals were nearly completed. The length of this tunnel is 320 feet.

One fifteen feet length of lining and one face remained to be completed of Tunnel No. 4 on 31st December, 1908. This tunnel is 170 feet

Taipo Tunnel (No. 5) gave a great deal of trouble at the South Face. This side of the hill consists of yellow clay full of water which kept slipping into the cutting approaching the face of the tunnel. Great difficulty was experienced in making a start at heading driving as time after time the hillside slipped and I locked the entrance.

It was not until a length had been completely lined outside the slips that a safe entrance could be effected. However, all danger is now over. During the year a length of 573 feet of herding was driven out of a total of 914 feet and 118 feet 6 luches lined of which go feet is of flying architype as the rock is very hard,

Tunnels 3 and 4 should be completed for the estimated amount but Tunnel No. 5 may exceed by a little owing to the great expense incurred at the south face.

In building a railway, especially in a mountainous country, the expenditure under this

beading is almost invariably under-estimated. It is impossible even on a year's survey to decide what bridges are necessary to carry the water off and it therefore happens that many minor bridges are converted into major bridges and in places new minor bridges added, very reldom happens that a bridge can be cut out allogether.

In the present case it will be noticed that there will be a large increase under the subhead of major bridges. This is due to the fact that the number of major bridges has been increased and excess so caused will not be vered by the saving on those originally esti-

remain to be started, namely, Gascoigne Road Bridge in Kowloon Station Yard and a large. During the rains it was found difficult to River Bridge near Taipo. The first of these has been very much increased in size above that estimated for and excess expenditure amounts to \$40,000 on this bridge alone. This bridge carries Des Vœux and Gascoigne Roads. ing to do which should take about six months. | over the railway and will be put in hand soon. The increase in size referred to is necessitated reduced during 1508 due to better organization by the fact that to avoid a right angle bend these toads must form junction on the bridge. The River Bridge at Taipo will also be started in the near future. It has been decided to put this bildge in the bed of the present river instead of diverting the river through a new channel This will add considerably to the cost as the foundations will have to be on wells sunk about at feet into the bed of the river.

The cracks in the bridges near Kowloon caused by the under-ground movements started when the heavy banks approached some of the bridges may cause a slight excess in the money required under this sub-head. I do not however, been practically decided to erect a anticipate any serious expenditure from small workshop in Kowloon to keep the rolling this cause except in the case of Bridge No. stock of the British section in repair. The 8, a four span arch bridge on a high bank total cost of this shop with its tools and plant, in the Kowloon Tsai Vallay. This bridge etc., will be about \$120,000 was standing practically complete for nearly six months before the bank approached. The matter is now in the hands of the Consulting Engideer, but as the movement of the banks on either side, is still considerable it may be necessary to dismantle the bridge and carry the foundations down on wells to the rock which is between thirty and forty feet below ground.

The bridge across Sam Chun River has been al cred from that originally estimated for. The that payment will be made for these before ironwork is now being made for double line 1 1910. girders in order to carry a double line at the junction between the two sections.

be about \$66,000. The saving is due to a cer the cheap labour and timber. tain extent to the fact that bridges have been Righteen waggons have also been ordered, This great increase above the estimate is altered from minor to major owing to the twelve of which are of the long bogie type and of excavated material from the cuttings to make participally due to the unusual hardness of the spans being increased. Against this must be six short ones. It is proposed shortly to order put the fact that several bridges have been. Thirty more short trucks and a couple of goods time the line is ready for pub ic treffic, equili. The unusual hardness of the rock came as added for future road extensions near Taipo as brake vans. brium will have been established and the sub: a great surprise. The interior of the hill con- well as for waterways. There still remains to BREAL CHARGES. sists of quite a different class of rock from that , be statted a bridge to carry a new road over North of the range of the hills the cartbwork usually met with in the Colony. It is not the . cutting No. 1 running between Hung Hom and I in excess of that estimated for at the beginhas progressed in a satisfactory way. The rock same kind of granite at all. In places it com- the Steam Laundry. This cannot be begun ning of the year. The excess is under has exceeded the estimate in both quantity and bines great hardness with the addition of nu- until the work on the cutting is further ad- salation only, there being a decrease under

ally the kind of labour required to put the stim- offices, medical and consuling engineers fees, whinstring, very hard and brittle and difficult in September, 1908, the south face heading her in the excavation. A large, amount of however, are only 411 per cent. of the total

was extremely difficult to keep good fitters and such skilled labour on the work.

The bridges on the Fan Ling Sub division which, however, were chiefly minor, cost more than I originally estimated owing to want of facilities for transport and the fact that the local labour proved itself entirely unable to do the works Coolies had to be imported and matsheds built for them. It was also decided to burn bricks locally with coal as the ordinary Centon brick was not good enough for the purpose and stone was not available. Very good When writing my last yearly report I also bricks were burnt but the cost was great, but not so great as imported stone. Indiana had to be brought from India to load and fire the kilns as the Chinese did not know how.

There is a slight excess shown in culverts. but again it is impossible to judge the future expenditure. The villager who owns land near the line of railway has a habit of saying nothing if the railway bink cuts off the irrigation water from his land. In one or two cases be has waited for two years and then asked that all his land should be bought. The methods of irrigation arevery complicated and it is sometimes difficult to determine whether or no the railway bank really cuts off the water. TELEGRAPH.

Under the main head of telegraphs some work was done during the year. The posts were put in place for about five miles at the nothern and of the line.

in my estimate I placed the rates for ballast very high compared with railways in other Eastern countries in anticipation of excessive DON'T FORGET ABSOLUTELY LAST prices due to combination. My estimate for top ballast is \$6.00 per hundred cubic feet, hope to get it broken for less than this amount, Small quantities have been broken at \$3.50 per hundred cubic feet but no large contract can be let at this rate as whenever a large quantity is mentioned the contractors raise the rates,

At the commencement of the work I went into the question of the advisability of using methanical "stone" crushers. There were several in use in the Colony at that time in the Naval Yard Extension Works and Quarry Bay. The conclusion arrived at from information given me was-that stone crushers only pay when time is an object, and that they are no cheaper if the collection of large quantities of ballast can be appead over a long period of

A contract was let for sleepers (Australian) which was cheaper than the estimate though the present low exchange will not make the saving as much as it might have been. About 25 cents per sleeper will be saved making total of \$15,000. A contract has also been let for the rails, but in the absence of any details it is impossible to say if there will be any say ing under this heading.

STATIONS AND BUILDINGS.

Very little has been done during the year under this heading. The expenditure shown was incurred on Taipo Jetty. A sum of \$15,000 for a length of 330 feet was allowed in the estimate for this, but this sum will be exceeded by about \$7,000 as it has been decided to ran the jetty out into much | penditure. deeper water than was at first thought necessary being an extension of 290 feet. There ber and one sub-divisional office was closed will accommodate large launches.

It has been decided to make two flag sta-Under the heading major bridges, only two tions which are not allowed for in the original estimate. One of these is close to Taipo New Market and should prove to be very much frequested. The other is to be at Lofu on the British side of the frontier river, It is proposed to treat these flag stations as

experiments and to put up only a cheap temporary building. If the receipts warrant it, a more permanent building can easily be built afterwards with sidings, etc., for passing trains. For reasons of economy it has been decided to have only very low platforms at Shatin, Taipo and Fan Ling Stations. High platforms necessitating expensive foundations are costly and as a rule represent the heaviest frem in a station estimate. The carriage stock is being designed so as to be easily entered from both the high terminal and the low wayside station platform. The saving thus make will, I hope, balance the extra cost of the Taipo Jetty

and the two new flag stations. Under the sub-head "Workshops," no expenditure has been incurred up to date. It has,

There was some expenditure under the subbead "Construction "during the year; a good deal of two foot gauge tramway and trucks was putchased as well as metre gauge stock for construction bithe tonnel.

As indept has gone home for some of the permanent rolling stock for the line. One lecomotive has been ordered and one more will be ordered shortly but it is not expected

The underframes for eight carriages are on order. It has been decided to build the wooden Thes wing under minor bildges will, I hope, superstructure locally and take advantage of

The expenditure under general charges was to reduce the engineering staff as soon as it

To-dap's Advertisements.

LAST NIGHT! LAST NIGHT! TO-NIGHT, MAY 13TH. GRAND AND SPECIAL ATTRACTION

HIPPODROME CIRCUS AND MENAGERIE.

GRAND BOXING CONTEST MIDDLE WEIGHT Gunner Bedbrook 88 Coy. R.G.A.

Gunner Arundell 88 Coy. R.G.A. WHO WILL FIGHT TO A FINISH

Referes: J. KENNEDY.

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Box Plan at ROBINSON PIANO CO. Special Cars will be run before and after the Performance,

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A. JACKSON, Representative. Hongkong, 13th May, 1000.

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'S.S. "BENLOMOND." FROM LEITH, ANTWERP, LONDON AND STRAITS.

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Whar and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2 ith May, or they will not be recognized. All broken, chaied, and damaged Goods are

to be left in the Godowns, where they will be ramined on the 20th May, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countenigned by

GIBB, LIVINGSTON & Co., Hongkong, 13th May, 1909.

very favourably with similar expenditure on other railways. The total cost of superior supervision to date including quarters and office expenses is only 68 per cent, of the total ex-

Arrangements were made early in Decem-

will now be ten feet of water at low water on the 1st January, 1909, the services of one spring tide. The passenger traffic to Sha U assistant engineer having been dispensed with. Chung is expected to be good and this jetty . It may be possible to make further reductions on the staff charged to this main head of the estimate later on in the year. The amount of reduction will depend greatly on the health of the staff as during the rainy season malarial fever places many of the staff on the sick list for several days at a time which throws extra work on those who are well. 1 would therefore be highly imprudent to reduce the staff prematurely and run the risk of bad work being done especially as any reduction would represent such a very small percentage

> of the total expenditure. . The cost of general management and supervision is given below in percentages of the total expenditure for the year :---

Salaries of all engineers' C.R.E., D.E. & A.R.s and chief storekeeper 3 15 per cent. with their indoor staff of clerks, cashiers, etc ... Salary of railway Medical

Consulting engineers' salary and Home office expenses Accounts and audit office . JA per cent.

In addition to the above there is the outdoor staff of inspectors of works, overseers, timekeepers. etc., whose pay is charged direct to the works on which they are employed The salaries of these men amounted to 5.21 per cent, of the expenditure during the year. Considering the difficult nature of the work and scarcity of labour and contractors with new knowledge of railways, I consider the above percentages extremely good, as they compare well with other Railway construction. even in easier country.

It was found difficult to obtain good foremen those sent out from Home though they knew their work well were often troublesome to deal with. The cost ofgetting them out from Home made it possible for them to behave very badly before they could be dismissed and they in many cases took full advantage of this. One assistant engineercan be got for the same cost as two foremen and I certainly think in China that it pays to have more assistant engineers with shorter sections and fewer Entopean fore-

There are very few departmentally paid coolies on the work now, These are mostly at Beacon Hill Tunnel and cobsist of the skilled labour driving engines, keeping the plant in order and sharpening tools, etc. All the rest of the work is on petty contract or piece work rates. The cost of labour varies very much with the

place. The highest wages ,bave to be paid at Taipo. Ordinary blacksmiths and fitters are paid sighty cents per,day at the South Face of Beacon Hill Tunnel, ninety cents at the North Face and a few get one dollar per day at Taipo Carpenters get from seventy to eighty cents per day and blacksmiths hammermen forty to fifty. lt-is-very-difficult-to-say-what-the-ordinary coolie carne, in the tunnel nearly all are on piece work. The highest wages are paid to the coolies who work the drills at the heading faces and these earn over one dollar per day. The rates are gradually reduced fill those working outside get about forty cents per day. The average number of coolies employed per day on the Beacon Hill Tunnel throughout the

Intimations.

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HIDES, HORNS, BRISTLES, HUMAN HAIR, WAX, HONEY and MUSK. Samples and particulars can be seen at the Astor House Room 33 by appointment.

Hongkong, 11th May, 1909.

NOTICE

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to RSTA. BLISH a SHOEING FORGE at Kowloon, where Herses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support: 🗵

Those desirous of availing themselves of the above are requested to send in their names. and number of horses or and ponies to the

> G. W. GEGG. Kennedy's Blables.

Hongkong, 4th May, 1909.

NOTICE

NAR. LI HON FAN, a Chinese graduate IVI versed in literature, has been a teacher. to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37.

Hollywood Road, and floor, Hongkong, 27th February, 1909.

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FRIDAY, JULY 9TH.

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CHINA NAVIGATION

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TOYO KISEN KAISHA, York Building. Hongkong, 4th May, 1909.

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HONGAUNG AVERAGE MARKET PRICES.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN: EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading Issued for BATAVIA

PERIJAN GULY, CONTINENTAL, AMERI-CAM and SOUTH AFRICAM PORTS.)

STEAM

THE Steamship

Captaln B. W. Snow, carrying His Majosty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 15th May, at Noon, taking Passengers and Cargo for the above Ports in connection, with the Company's B.A India, 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Houghoug.

Silk and Valuables, all Cargo for France and Tea for: London (under arrangement) will be transhipped at Colombo into the Mall steamor proceeding direct to Marsailles and London, other Cargo for London, &c., will Sucking Pigs, To Order-Chu Chai ... " be conveyed via Bombay, by the RM.S. Suot Boof-Sang Ngan Yan Arabia, due in London on 16th June, 1909.

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> R. A. BEWETT, Superlutendent.

Hongkong, 1st May, 1909.

Intimations.

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD, have now 40,000 Cubic feet of COLD STORAGE available at RAST POINT Stores will be Open at 10 A.M. and 4 P.M. prishable goods.

daily, Sunday excepted, to receive and deliver G. K. HAXTON, Manager. Hongkong, 6th January, 1909.

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CABINET-MAKERS AND ART DECORATORS, from Shanghal, has re-opened their FURNITURE STORE

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Superior Workmanship and Materials of the

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The rates per quarter and per mentem, pro-portional. Subscriptions for any period less than one month will be charged as for a full The daily issue is delivered free when the address is accessible to messenger. Peal subscribers can have their copies delivered

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Single Copies, Daily, ten cents, Weekly twenty-five cents (for cash only). (PAYABLE IN ADVANCE.) There will be no rebate to Missionar

By Order, THE MANAGER, Hongkong Telegraph Co., Ld. Workson, stad December, took,

Subscribers as heretofore.

BUTCHER MEAT. Beef sirioin & prime cut-Mei Lung Pa D Corned-Ham Ngau Yuk "Roast-Shiu " Breast-Ngau Lam Soup, Tong Yuk Steak-Ngau Yuk Pa , Sirloin-Ngau Lau " Sausages, -- Ngau Yuk Chaung Bullock's Brains- , Know..... per set " Tongue fresh-Ngau Li...... each .. corned-Ham Ngan Ll n "Heart-Ngan Sumper B Hump, Salt-Ngau Kin " Foot-Ngau Kookeach .. Kidneys-Ngau Ylu..... Tall-Ngau Mol "Tripe (undressed)-Ngau To...... Calves' Head and Foot-Ngau-chaitau-keck.....set \$1.00 Mutton Ohop-Young Pai Kwat B Leg-Young Pai ____Shoulder-Young Shau Pigs' Ohitlings-Ohi cheong Brains—Chi Know.....per set " Feet-Ohi Keek..... , Fry-Chi Chak Head—Chi Tau Heart -- Ohl Sum.....each .. Kldneys-Ohl Yiupair Pork, Chop-Ohl Pal Kwat Comed-Ham Chu Yuk Log-Ohu Pel Fat or Lard-Chu Yau Sheep's Head and Feet-Young Tan · Keokset Heart-Young Sum......each Kidneys-Yeung Yiu Liver-Young Con......

.. Sausages-Ngau Chal Yuk Tong.

Mutton-Sang Young Yau

Voal-Ngau Chal Yuk:.....

POULTRY. Capons, Large, Small-Sin Kal........ Dover-Pan Kaneach Eggs, Hen-Kal Tan.....per doz. Haman-Hol Nam Kal Goose-Ngo Geese, Wild Shanghai-Sheung Hoi Ye Ngopair Musk Deer-Wong Kengeach Haro-Tu Chal.....

Partridge-Che Khoo Pheasant-Shan Kai.....palr Pigeons, Canton-Pak Kup each Holhow-Holhow Pak Kup Quall—Um-Ghun Rice Birds-Wo Fa Cheukdozen Snipe-Sa Chul each Turkeys, Cock-Fo Kal Kung ... per b Hen- , , Na ... Wild Ducks, Shanghal, Sul-appair Teal, Shanghal, Sui Ap Chai......

· Fish.

Bream-Bln Yu.....

Canton Fresh Water Fish-Hol Sin Yu,

Apper pair

Codfish-Mun Yu..... Grabs-Hai Outtle Fish-Muk Yn Dab-Sa Mang Yu Dace-Wong Mel Lun ⁴⁴ Dog Fish—Tit Ta Sa Reis, Congor-Hal Man Yu Fresh water-Tam Sul Yu " Yellow-Wong Sin..... GArodos-Sek Par Gudgeon-Pak Kup Yu Herrings-Tso Pak Hallbut-Oheung Kwan Yu Labras-Wong Fa Yu..... Loach-Wu Yu.... Lobstors-Lung Ha Mackerel-Chi Yu Monk Fish-Mon Yu Mallet-Chal Ya Oysters-Sang Hoo Parrotfish-Kal Kung Yu Plaice-Pan Yames Pomfret, Black-Hak Chopg....... Pomfret, White-Pak Chong......

Prawns-Ming Hassessessessessesses

Ray-Pai Pa 58

Rock Fish-Sek Kau Kung.....

Boach-Chan Yd menerom proposes as a

Salmon, (G'tou), fresh water-Ma You

Shark-Sa Yu Skate-Po Yu Shrimps-Ha Solos Tat Sa Yu...... Turtles, small, fresh water-Keck Yu... White Balt-Ngan Yu Chai FRUITS.

Almond -Hung Yan..... 20 Apples, (California)—Kam San Ping Ko..... (Choloo)-Tin Chun Ping

Small-Hol Tong...... Oustard-Fan Lai Chl.....each Bananas, fragrant, Canton-Sang Sheng Houng Chiu , (brides), Macao-San Henny Chiu

Chestnuts, Chinese-Foong Lut..... Carambola-Young Tou Cocoanuts-Yoh Tszeach Lemons China-Ning Moong..... ... Amer. -- Kum San Ning Moong Liches, Small Stone-Lal Chi Cou......

., Fresh, Lai Chi Limes, (Saigon)-Sai Kung Ning Moong Mango, Manila-Lui Sung Mong...... Mango, Salgon-Sai Kung Moong Mangostoens, San Chuk Tsr per 100

... Small—Tai Kutcatty Passion Fruit each

Pears, (American)-Kam San Shut Li b (Canton), Gooking—Sa Li (Shanghai)-Shoung Hoi Li ... is Peanuis, -Fa Sang Persimmons, Large, -Hung Chie

Pine apples, 1st quality-Shoung Poon . Ti Paw-lawcach and cooking—Chung-tang Paw-law Platains-Tai Chlu Plums Swatow-Hung Lai

Pumelo, Slam.-Chim Lo Yau,....each 30 Walnuts, Hop Tou Green —Sang Hop Tou Shanghai Lo Kwat

VEGETABLES, &c.

Artichokes, Shanghal,-Shaung Hot Ah-

Beans, (French) Macao-Oh Moon Pin Tau Beans, (French), Shanghai-Shoung Hoi

Plu Tau Boans, Sprout-Ah Chol...... Beans, Long—Tau Kok Beet Root-Hung Choi Tau...... each Brinjals, Green-Cheng Yuen Ker Brinjals, Red-Hung Ker Braislca-Pak Chol.... Bamboo Shoots-Chook Shun Cabbage, Chinese, com.-Kai Choy..... Cabbage, Red-Kai Lan Taueach Cabbage, (Shanghai)—Yeh Choi

Cane Shoots, bunch—Kau Shun Cauliflower, Large size-Tai Yeh Choi Faeach Cauliflower, Medium size-Cheung Yeh Chol-faeach Cauliflowery Small size-Sai Yeb Choi-fa Carrols-Kam Shun Celery, Chincio-Tong Kan Choy Celery, English-Young Kan Choi

Colory, White-Pak Young Kan Chui ... Chilles, Dried-Con Lat Chiu Red—Hung Fa ... Green-Cheng Lat Chiu Curry Stuff, English—Ka Lee Choi Liu so Cucumbers—Cheng Kwa Bitter Squash-Fu Kwa Garlic-Suen Tau..... Ginger, young-Sun Tex Keung

eld—Lo Kenng Horse Radish, Shanghal-Lik Kan ... 15 Indian Corn-Suk Malpiece Lettuce-Young Sang Choleach Water Chesnuts-Ma Tai Mandarin-Kwal Lum Ma Tal ... Musk Melon

Mushrooms, Fresh-Sang Cho Kho..... Onlors, Bombay-Young Chung Tau ... Green-Sang Chung..... Shal-Sheung Hol Chung Tau Japan-Yat Poon Okross-Mo Kor Parsley, English-Young Un Sal Grades Pea Green Peas-Cheng Tav

Potatoes, Sweet-Fan Shu Shanghal-Shoung Hol Shu Tanl Japan-Yat Poon Shu Taal American-Fa Ki Foochow-Fuk Chan Shu Tsal

Macao-Oh Moon Famptin-Toong Kwa Radish-Hung Lo Pak Tsal Raubarb Shalots-Con Chung Tau Spinige (Chinese)-Paw Obol

Spinach-Yin Chol Tomatoes-Fan Ker..... Taros-Wa Tan English-Young Low Pak, place Vegetable Marrow-Chit Kwa

Water Oresses Sal Yeung Chol western Caltrops-Lan Kok.... Lily Roots-Lin Ngan Yamı-Tai Shu.....

Bagsper bondle The prices necessarily vary from dente day, and the Sanitary Board has no power to compel to | stallholders to sell at the prices quoted.

W. BOWEN ROWLANDS

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Rogers, Miss

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Rogars, Mr and Mrs.

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LAST REPORTED AT

Yokohama

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Yokobama

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Craising in Pacific

Racy, Miss

Klety, A.

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COMMERCIAL. TO-DAV'S THEHAMOR. America-Bank T.7 Dubois, Verdier, Redusjec, S. A. Ferrand Burke, Honan, A. Desker, Tan jzvella, E. Gadeinend...... 194 Slowapore-Back T. P. per H.K. \$100761 Japan-Bank T.T. 32 days' sight San Francisco & New York..442 to days sight Sydner & Mell aurrie 1.10 OPIUM QUOTATIONS. To-day's quotations are as follows :-Per picul Oldest Patna New @ 995 Benares New@ 1,015 ... 6......blO

SHIPPING AND MAILS

MAILS DUE

Canadian (Empress of India) 14th inst. Indian (Nutsang 17th inst. German (Zuelsow) 19th inst.

German (Prine Waldemar) 28th inst. The Bank Line sis, Kumeric arrived at Victoria, B.C., on toth inst, The s.s. Saint Patrick is due at Hongkoog from New York on Sunday next.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:-On the 13th at 11.55 a.—The barometer has risen slightly in E. Japan and fallen elsewhere,

particularly over Chipa. A depression appears to be developing over the Yangize Valley, and pressure remains low over the Pacific in the neighbourhood of the Bonins. Pressure is still high over N.E. Japan.

Moderate N.E. and E. winds may be expected in the Formosa Channel and fresh to moderate E. and S.E. winds along the northern shores of the China Sea.

"Hengkong Rainfall for the 74 hours ending at 10 a.m. to-day, 0.04 inches.

YORECAST. 1.-Hongkong and Neighbourhood, E. winds. fresh to moderate; fair. 2.-Formosa Channel, N.E. and E. winds, Signal, Ger. s.s., 950, G. Schlaikier, oth May

s.—South coast of China between Hongkong. and Lampcks, same as No. 1. 4. - South coast of China between Hongkong

and Halnan, same as No. 1.

Shipping.

Chip Shing, Br. s.s., 1,199, F. Mooney, 12th May,-Tientsin 5th May, Chefoo 6th, and musik Weihaiwei 7th, Geo.- J., M. & Co. Sungkiang, Br. s.s., 987, G. H. Pennyfather, 12th May,-Iloilo 9th May, Gen.-B. & S. Biogo Maru, Jap. s.s., 3,873, A. Christiansco, (3) 13th May,-London via Singapore 7th

May, Gen.-N. Y. K. Meefoo, Chi. s. a. 1,339, J. McArthur, 13th May, Canton 12th May, Gen. - C. M. S.

Nam Sang, Br. s.s., 2,591, P. M. B. Lake, 13th May,—Yokohama 30th April, Kobe and Moji 8th May, Coal and Gen.-J., M. & Banri Maru, Jap. s.s , 2,368, J. Yamanaka, 13th

May,-Miike 8th May, Coal,-M. B. K. Chiyuen, Chi. s.s., 1,177, C. Stewart, 13th May, -Shanghai 8th May, Gen.-C. M. S. N. Heim, Nor. s.s., 758, A. Ericksen, 13th May,-

Bangkok 5th May, Rice.—Yuen Fat Hong. Kjold, Nor. s.s., 910, T. Hellesoe, 13th May,— Canton 12th May, Gen.-Asgaard, Thoresen & Co.

Knivsberg, Ger. s.s., 646, Henk, 13th May,-Hoibow 12th May, Gen .- J. & Co. Benlomond, Br. s.s., 1,735, P. Sutherland, 13th May,-London via Singapore 7th May, Gen.-G.b.L. & Co.

Clearances at the Harbour Office. Kield, for Chefon.

Gabriel, for New Guines. Choskun Maru, for Swatow Yawata Maru, for Manila, Yingchow, for Shanghal, -Chlynen, for Canton. Buluan, lor Kwong-chow-wan. Dagny, for Touranc. Neumveklen, for Shaughai.

May 13. Oceans, for Shanghai. Anhui: for Capton: Riang Ping, for Capton. Hsingshum, for Canton Sexta, for Amoy. Lightning, for Calcutta. Belf 1, for Portland, Or. Yingchow, for Shanghai.

Dagny, for Touranc. Passengers arrived. Per Namiang, from Japan-Mr and Mrs.

Watson; Mr. and Mrs. Fox, Miss Rayen, and

so Chinese. Per Bingo Maru, from London, &c. for Hongkong-Mr. W. Reld, Miss Rogledow, Mr. and Mrs. E. Ottone, Miss Ottone, Messrs. A. Cane. paidallauron, H. Christenson and Shaminsky. For Kobe-Mr. and Mrs. N. Hanlitch, Messrs. F. Slork and F. K. Inouye. For Yokohama— Co'. Y. Miyakawa, Capt. T. Tanibayaski, Mr. and Mrs. T. Haitori, M. S. R. Lurcock, Messrs, R. Thompson, F. Denies, and Dr. R. Macnair.

" songers departed. Pet Polynesien, for Shanghai, &c .- Mrs. C. Percira, Mr. and Mrs. Clayson, Mrs. V. Guterres, Mr. L. Gutenes, Mrs. E de Souza, Mr. I. da Luz, Mrs. Ph. Sisters, Messrs. Frank and Fred. Sidney, M. Oggihi, N. Maltas, J. Martis, Mr. and Mrs. Bumann, Mrs. Sembill, Rev. Fr. Laisne, Mr. and Mrs. Berond, Mr. Saubie, Mrs. Duval, Messrs, P. Vasilio, Bonduel, Mr. add Mrs. J. B., Lucas, Messrs. M. Cohen, H. Rustomice. A. ... Green, Shargore z i, Belloci

dially, L. Lacrense and E. Ribet. Shipping Reports. Str. Chiyuen, from Shanghal :- Light wind

and fine weather. Str. Namesang, from Japan :- Moderate N'ly wind and sea fine to misty weather.

Str. Sungklang, from Hoilo:-Light variable breeze overcast and showery weather to Manila thence light to moderate N.E. breeze fine cloudy weather to arrival slight sea.

Str. Chip Shing, from Tientsin, &c.:- N.B Promontory to Lat. 36° N. Light variable winds with log at intervals. Lat. 36° N. to Tung Yung, Light S.Wily wind and fine clear weather. Tung Yung to Port fresh to moderate

VESSELS IN FORT.

Bourbon, Fr. s.s. 1997, Le Bail, 1st May,-Saigon 27th April, Rice.-Man Fat. Capri, Ital. 3.3., 2,718, J. Dini, 6th May,-Bombay 17th April, and Singapore 30th,

Choising, Ger. s.s., 1,021, J. Bruhn, 10th May. -Bangkok 31st April, Rice and Wood.-Choshun Maru, Jap. s.s., 1,301; T. Suruga, 11th May. -Swatow 10th May, Gen. -O. S. K. Chowle, Ger. s.s., 1,115, F. Schmetz, 10th May -Bangkok via Swatow 1st May, Rice.-B.

Daijin Maru, Jap. s.s., 980, Y. Kaburaki, 12th May,-Tamsui via Amoy and Swatow rith May, Gen.-O. S. K. Haitan, Br. s.s., 1,183, J. S. Roach, 12th May, -Swatow 11th May, Gen.-D., L. & Co. Jacob Diederichsen, Ger. s.s., 623, A. Hansen,

10th May,-Hoihow 9 h May, Gen.-J. & Kennebec, Br. s.s., 3,301, C. R. Beynon, 12th May, -Swatow 11th May, Ballast .- S. O.

Koranna, Br. s.s., 2,267, J. H. Beare, 5th May, -New York via Singapore 11th Mar., Gen. -S. T. & Co. Korat, Ger. 8 s.y 1,223, W. Schmidt, 7th May -Bangkok 1st May, Rice. - B. & S. Laeries, Br. s.s., 1,340, D. C. H. Frampton,

12th May,-Saigon 8th May, Rice, Meal and Gen.-Wo Fat Sing. Laisang, Br. s.s., 2,224, F. Wheeler, 11th May. -Calcutta via Penang and Singapore 5th May, Gen.—J., M. & Co.

Lockiun, Ger. s.s. 1,020, W. Taeubert, 7th May,-Bangkok 26th, April, Rice,-M. & Loongsang, Br. s.s., 1,708, Kennedy, 12th May,

-Manila via Amoy 10th May, Gen.--J Manchuria, Am. s.s., 8,750, A. Dixon, fotl May,-San Francisco 9th April. Manile 7th May, Mails and Gen .- P. M.

Manila, Ger. s.s., 1,790, J. Minssen, 1st May, -Sydney 8th April, and Manila 28th May, Gen.-M. & Co. Michael Jebsen, Ger. s.s., 951, J. Petersen 11th May,-Weihaiwei 5th May, Salt;-J

Rubi, Br. s.s., r,611, R. W. Almond, 10th May, -Manila 8th May, Gen,-S., T. & Co. Shantung, Br. s.s., 1,835, Robinson, 24th April, - Hongay 21st April, Coal.—B. & S. Sui Sang, Br. s.s., 1,776, W. D. Welsh 7th May,—Calcutta via Penang and Singapore

ist May, Gen.-J., M. & Co. Taiyuan, Br. s.s., 1,459, L. Dawson, 25th April, -Melbourne and Ports, 27th Mar., Gen.-B. & S.

Tamsui, Br. s.s., 917, Lennox; 6th May,-Swatow 4th May, Ballast -B. & S. Tjikini, Dut. s.s., 2,826, H. Koops, 5th May,-Moji 29th April, Coal.-J. C. J. L. Tjimahi, Dut. s.s., 2,048, J. N. Boumann, 6th May,-Macassar 28th April, Sugar and

Gen.-J. C. J. L Tsintau, Ger. s.s., 1,002, Fr. Bücking, 10th May,-Bangkok 3rd May, Rice and Meal. -B. & S. Yawata Maru, Jap. s.s., 2,366, T. Sekine, 11th

May,-Yokohama 1st May, Fried Fish and Cuttle Fish.—N. Y. K. Y. Sontua, Am. s.s., 58t, Garwohen, 13th April, -from Manile, Sugar.-Yuen Sheng & Co.

SAILING VESSEL.

Alcides, Br. 4-masted bark, 2,968, L. Smith, 1st May,-Kobe 23rd April, Gen.-S. O. Co.

DOOK RETURNS.

HONGKONG AND WHAMPOA DOCKS. Scandia at Kowloon Dock. Y. Sontua

Tak Hing

Sul An.....

Ships Passed The Canal.

and April-Constantia. 6th April-Wray Caille, Sado Maru, Nore, Palermo, Pathan. 13th April-Bencleuch, Benlomond, Genturret. Pring Bitel Friedrick, Prometheus, Salaste Senegambia, Theseus, Tourane, Westphalia, Poona, 16th April-Klaist, Nippon, Bingo Maru. Dardanus, Hudson, Polynesten, Stiviu Tamba Maru. 20th April -Palawan, Ghazee 23rd April-Astyanax, St. Patrick, Achilles Antenor, Namur, Palawan, Saxonia, Kamo Maru, 14th May, 11 A.M. Mileu. 23ta April—Caraiganiaire, ivera 27th April - Lutiow; Benmohr, Brasmar, Dortmund. Lasties, Sithonia. 30th April-Sydney, Albenga, Menclaus, Inaba Maru, Kawacht Mare, Prinz Ludwig: 4th May-Cyclops, Bancs. 7th May-Petho, Caledonien, Glenesk. Ping Susy, Simia, Cathay. 11th May-Benledi, Flintskire, Sumatra, Bedouin, Persia,

Print Regent Luitpold, Stam. Arrivals at Hone - 2nd April - Glenavon 6th April-Deucalion, Carnarvonthire, Pak Ling. 13th April-Aragonia, Awa Maru, Constantia, Spreswald, Silesia, Malia. 16th April-Lyndhurst, Prinness Alice, Tourane, Slavonta, Montgomeryskire. 20th April - Yeddo, Prometheus, 21st April-Nove. 23rd April -Tamba Maru. 27th April-Macedonia, Bencleuch, Headley, Andalusia, Westphalia. 30th April-Kleist, Nera. 4th May-Thordis, Achilles. 7th May-Indba Maru, Lastier, Palawan, 11th May-Dortmund, Saxonia.

> May to at May to at TO R. M. 4 P. M. 29.90

Barometer 30.00 Temperature accieración 75 Reinfellerenerenenenen

Bloamers Expected. Verseis Agents Emp. of India Shanghai... C. P. R. Co May 14 Kucichow Tientsin .. B. & S. .. May Silvia Singapore H. A. L. ... May 14 Tean ... Manila ... B. & S. .. May Chiyo Maru ... Shaughai., T. K. K. ... May Kaga Maru ... Shanghai... N. Y. K ... May Socotra Singapora P. & O. Co MaySingapore. P. & O. Co May Kutsang Singapore J., M. & Co May Nippor Singapore M. & Co ... May E.F.Ferdinand Singapore S., W. & Co May 18 Luctzow Colombo ... M. & Co ... May 19 Takasaki Maru Bombay ... V. Y. K... May 25 P. Waldemar., Sydney ... M. & Co ... May 28 Changsha Sydney ... B. & S. ... June

CHIMA COAST METEOROLOGICAL REGISTER. May 12th, 1909, a.m. Bar. Th. Hu. Wind Wr. Vladivostock.j7 a.m. |30,11| 42 | 92 | - 10 | b Hakodate Tokio Nagasaki Kagoshima ... 30.01 Oshima 30,01 MR Ishigakii ma.

a.m 30.20 58 ---Weihalwel9 30.03 65 80 Shanghal 71 NR Gntzlaff 30.00 60 05 NE Sharp Peak.. Swatow i Taihoku Taichu..... fainan..... Koshun uscadores... ... to a.m |32,00| 75 | 50 | ENB Hringkong: Penki Penki Jap Rock " Macao Holbow

Pakhol Touranc C. St. Jamus ion.m.J20.02] 86 i 71 i May 13th, 1909, a.m.:

Vladivostock.j7. a.m.() -- SE Hakodate Toklo |30 03| ---30 00 ---Ishigakijima.. 8.m. 30.12 58 Chaloo 2.m. 30,14 58 Welhaiwei Hankow Kinklang. Shanghal.....o 29.99 68 95 Amoy 6 a.m. 29.94 71 76 NE I b 10.92 71 76 ENE 2 a.m. 20.92 — E 2 Taihoku Talnan Koshun Pescadores ...

29.91 — — — O 29.92 — — NE 29.92 — NE 29.92 — N 29.92 — N 29.92 — N 29.92 — 82 70.90 74 83 Hougkong : roa.m. 29 90 74 83 19 89 — E 29.91 75 — EE Victoria Peak Gap Rock .. Macao Wuchow a.m. Holhow ! Tourane O. St. James ... 29.88 86 - 8W 2 C Aparri 6 a.m. 29.88 75 - 8 O C 108.m. 29.88 84 77 WWW I 0 Manlla.... Bacolod 9 a.m. -

.. 6 a.m. 29.86 81 — — 0 — wsw 2 c "
29.89 83 — wsw 1 0

Wost Office.

Only fully propaid letters and postcards are transmissible by the Siberlan Route to Kurope.

Approximate times of closing malis at Shanghai via Dalny and Siberia. at goo A.M. at ~8.30 P.M. at 8.30 P.M. Bt 8.30 P.M.

at 8.00 A.M. A Mail will close for :--.Swatow, Amoy, Foochow and Shanghal-Per Choshun Marn, 14th May, 9 A.M.

Manila, Thursday Island, Cooktown, Cairns Townsville, Brisbane, Sydney, Hobart, Launceston. New Zealand, Melbourne, Adelalde, Dunedin, Perth and Fremantle-Per Vawata Swatow, Amoy and Foochow-Per Hallan,

74th May, NOON. Macao-Per Sul Tal, 14th May, 1.15 P.M. Manila-Per Loongsang, 14th May, 3 P.M.

Amoy -Per Tjimaki, 14th May, 3 P.M. Shangha - Per Meefoo, 14th May, 3 P.w. "Manila, Zimboanga, Port Darwin, Thursday

Island, Cooktown, Calrns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Penth, Fremantle and Dunedin-Per Talynam, 14th May, 3 P.M. Moli-Per Banri Maru, 14th May, 5 P.M. Shanghai, Moji, Kobe and Nagasaki-Per Koranna, 14th May, 5 P.M.

Kobe and Yokohama-Per Bingo Marie, 14th May, 5 P.M. Manila-Per Rubi, 15th May, 10 A.M. Bangkok-Per Lockium, 15th May, 10 A.W.

Shangbal-Per Wingsang, 15th May, 10 A.M. Singapore Penang and Bombay-Per Capet, 15th May, 10 A.M. Europe, &c., India, via Tuticoria-Per Dolla, 15th May, 12 A.M. Batavis, Cheribon, Samarang, Sourabaya and Macasaar-Por Titles, 15th May, 11 A.M. Macao-Per Suf Tal, 15th May, 1.15 P.M.

Shanghal-Per Andri, Igia May, 1 his

Chinking-Per Shantung, 15th May 5 P.M. Shanghai-Par Hangsang, 15th May, 5 P.M. Holhow, and Halphong-Por Singan, 15th Swatow, Amoy and Tamsul-Per Datjin

HONGKONG.

Adams, P. R.

Barnes, Miss M

Champlin, Mrs. J. D.

Cotton, Mrs. H. E.

Bryant, G. H.

Condon, H. L.

Dana, Mrs. G.

Davidson, N. K.

Dickeson, R. H.

Dow, Mrs. L. K.

Dunne, Mrs. P. F.

Dunne. Master A.

Eldridge, Mr. and Mrs.

Fathenstock, Mrs.

Fournet, Madam

Fuller, Denman

Gill, Miss E. H.

Green, Allan.

Hayes, G. V..

Heermann, P. C.

Hillier, Mrs. L.

Innes, Capt. R.

Iones, H. A.

Kiddle, R. 🕽

Aubrey, Dr.

Aucott, E. F

Chapman, Mr.

Cousland, A.

Darling, Col.

Davidson, E.

Ellis, A

Detmers, Miss

TONS.

306

616

9,800

4,360

Binst, Mr.

Kiddle, Miss R.

Kench, O. C.

Kelly, Mr. and Mrs. H.

Bowen, Mr. and Mrs.

Danby, Mr. and Mrs.

Detmers, Mr. and Mrs.

Gorbam, Mr. and Mrs.

Dunne, Miss M.

Dow. Miss A.

Dow, Miss D.

Dow, Anbur

Dunna. M.

Evans. G.

Ashburst, Mr. & Mrs.

King, Mr. and Mrs. B.

King, Mr. and Mrs. P.

Lusk, Mr. and Mrs. J

& Kreeling, Jas. A.

Lievesley, G. L.

Macdonald, D.

Magne, L.

Mackenzie, Miss

Marriott, Dr. O.

Massey, Miss K. A.

McEween, Miss E.

McInering, W. H.

McKean, Dr. G. W.

Metsenthis, Capt. and

Nanghtom, D. G. M.

Nostrand, J. J. Van

Osborne, Mr. & Mr.

Ottone Wr. & Mrs. E

McIntosh, G. C.

Mrs.

Morse, H. J.

Ottone, Miss

Roy, E. H.

Phillips, H. L.

Russell, G. R.

Schley, T. F.

Speacer, H.

Spittins, J.

J. B.

Wylly, E.

PRAK.

Campbell, Miss Carter Longridge, Rev.

Dooner, Capt. & Mrs. Nicolaisen, Mr.

Dowley, Mr. and Mrs. Orr. J. W.

Bunics, Rov. and Mrs. Perkins, T. L.

GURS, I.H.P.

Zaliensky, A.

Knott, Mrs.

Komble, Dr.

Lloyd, Mr. "

Lings, Mr.

Martin. R

Miller, Mr.

Mitchell, R.

Mosk, A. V.

and Mrs.

Moreno, A.

Finch, Capt, and Mrs. Probyn, R.A.M.C., Major Linman, J.

1,400

1,400

4.000

12,000

800

6,300

Montfield, Engr.-Com

Philips, Mr. and Mrs.

Rissland, Mr. and Mrs | Jackson, Av

Ruprecht, L. T.

Schaeffer, Miss

Schley, Mrs. T. F.

E. Spalding, R.N., Surgeon

Stebbling, W. T.

Sessions, Mrs. & Miss

Wilbur, Mr. and Mrs.

Richardson, E. M.

Richardson, M. F.

Lipscher, J.

Lack, G. M.

Galbraithe, Mr.

Ganaden, G. G.

Gelsthorpe, F. l.

Grieve, Mrs.

Hancock, H.

Hansen, Mr.

Hazeland, F. A.

Hockaday, W. T

Humphreys, W. M.

Houghes, Rev.

Kennedy, Mr.

Knight, C. C

Amant, L. H.

Barbage, H.

Bates, F. L.

Bernnyd, Mr.

Bowden, W.

Bucham, F.

Carmelo, S.

Dumes, L. E.

Ferry, W. V.

Ghibands, A.

Ginkel, Van

Gomes, A. J.

Jack, C.

Ball, 1.

Abell, S. O.

Bell, Miss

Asshley, Miss

Bolden, S. C.

Borden, Miss

Chiles, Miss A.

Colman, Mrs.

Danies, L. L.

Davies, F. O.

Day, E. W.

Hone, W.

CAPTAIN.

Lt. Comdr Hon, R. O. B. Bridgeman

Lieut-Commander F. B. Noble ...

Lieut.-Commander G. Heathcote ...

Lieut-Commander G. C. Heathcote

Lient. Commander T. J. S. Lyne

Commander O. T. K. Fuller...

Commander H. L. P. Heard ...

Captain F. E. C. Ryan ...

Commander C. T. Borrett

Lieut.-Commander Thomas

Captain Rowland Nugent

Lleut'-Commander Mosroe ...

Captain G. C. A. Marescaus

Captain Clinton Baser 🔐

Commander F. H. Walter

Captain G. W. Smith

Captain Fitzkerbert ...

Master S. West...

logram. I:

Goulborn, V

Gowen, R. A

Dale, E. G.

Danies, F.

Brown, Mrs

Bysack, K.

Collins, J.

Borden, Mr. and Mrs.

Bussell, Mr. and Mrs.

Herrera, T. C.

Holliday, Miss M.

Byrd, H

Casagrande, Mr. and

Crew, Mr. and Mrs."

Dait: Mr. and Mrs. S.

Dant', Mr. and Mrs. F. Potter, J. S.

Jacks, Mr.

Hassan, Mr. and Mrs.

Harris, Mr.

Gaster, E.

Mary, Yoth May, O A.M. Weihaiwei, Chefoo and Tiontsin-Per Chigshing, 17th May 3 P.M. Cebu and Hollo-Per Sunghlang, 17th May, Shanghal, Nagazaki, Kobe, Shimiza, Yoke-hama, Honolulu and San Francisco, Siberian

Mail to Europe Per Manchuria, 18th May, Swatow, Amoy and Foothow-Per Halyang, Manila-Per Teast, 18th May, 2 P.M.

Singapore. Penang and Calcutta - Per Namsang, 18th May, 2 7.M. Kobe-Per Amara, 18th May, 3 P.M. Shanghai, Yokohama, Kobe and Moji-Per Kutsang, 19th May, 10 A.M. Europe, &c., India, via Tuticoriu-Per Derflinger, 19th May, 11 A.M.

Chefon and Tientsin-Per Kuelchow, 19th. Shanghai-Per Chinhma, 20th May, 3 P.u. Nagaraki, Moji, Kube and Yekohama-Per Kamo Masu, 20th May, 5 P.M.

Manila, Yap, Fr. Wilhelmsbafen; Simpson-Herbertsbobe, ... Matupi, ... Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremant'e-Per Manila, 21st May, o A.M. Singapore, Penang and Calcutta - Per Laisang, vist May, 11 A.M.

Newchwang - Per Kwelyang, 21st May, Manila-Per Ymensong, 21st May, 5 P.M. Shanghal, Nagasaki, Kobe, Yokkaichi, Yokohama, Honolulu and San Francisco-Per Chiyo Maru, 22nd May, 11 A.M. Shanghai, Nagasaki, Kobe, Yokobama

Victoria and Vancouver, (B.C.), Siberian Mail to Europe - Per Empress of India, 22nd May, SHANGHAL VIA SIBERIAN Mail to Europe-Per Chenan, 21nd May, 6 P.M. Europe, &c., Indla, via Tuticorin-Per

Oceanien, 15th May, 11 A.M. Manila-Per Taming, 25th May, 2 P.M. Singapore, Penang and Colombo-Per Zyo Maru, 25th May, 5 P.M. Timor Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney,

Hobart, Launceston, New Zealand, Melbourne Adelaide, Perthand Fromantic-Per Aldenham, 26th May, '11 A.M. FISTURN AT THE HOTEL CHAIGIRATTRY.

Smith Crouther Caldwell, Mr. and Mrs. Smith, Mt. and Mrs. Clothier, Mr. and Mrs. Smith, E. Grant Smith, Mr. and Mrs. Morton

Hollingsworth, Mr. Ritchie, Mr. and Mrs. Wilson, G. L. Ritchie, Miss D. HIS BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

cruiser, 1st class

Cruiser, Let CIBES

cruiser, 1st class

surveying ship

nver gunboat

torpedo boat destroyer

river gunbout

river gunboat

CLASS. NAME. despatch-vessei... Alacrity cruiser, and class ∧straca` craiser, 1st class Bedford river gunboat Bramble Britomart sloop water tank and jug ... Cherub torpedo boat destroyer ... cruiser, and class torpedo boat destroyer. torpedo boat destroyer ... torpedo boat destroyer

Klusha Monmouth... Moothen ... Nightingalo Olter i.. Robin ... Sandpiper Spipe Taku ... *** * *** Tamar Taal

Thistle Waterwitch · Woodlark ...

Whiting Widgeon Woodcock river gunboat river gunboat

river gunboat. river gunboat river gunboat ... torpedo boat destroyer 6,500 receiving ship river gunboat 800 . river gunboat torpedo boat datroyer 6,300 surveying ship ... 450 torpedo boat destroyer 5,900 river gunboat 800

Lieut-Commander H. R. Fickell Lieut-Commandes.Also Dixon Gunner W." Barlow ... Commodore H. Lyon Lieut.-Commander H. R. Godfrey Lieut. Commander H . C. Atlay ... Commander Stevenson Lieut.-Commander H. P. Douglas Lieut.-Commander C. A. From incle-Lieut. Commander no. F. Knoz ... Lieut.-Comdr. H. R.V. Cottrell-Dormer. Lieut. Commander G. R. Llvingstone ...

Lieut.-Commander C. C. Welcott ... Hongkong Lieut.-Commander R. S. Roy... Yangtee Lient.-Commander B. J. Guy, v.c. Yokobama Lieut-Commander I. White ... Hongkong West River Yangtst Hongkong Hongkong Yangue Yangise : Yokobama Port Swettenham Shanghai Celbra 3 e maigitht K WINGS

" Flying Flag of Vica-Admiral the Hononrable Sir Hedworth Lambton, K.C.E., Commandat-in-Chief."

FRENCH MEN-OF-WAR ON THE CHINA STATION.

TONE. NAME. FLAG AND DESCRIPTION. GUMS. H. P. COMMANDING OFFICERS. LAST REPORTED AT and class cruiser Commander Fournier 5,100 'Shanghai Alger Lieut, d'Estienne river gunboat ... Canton: Argus Captain Duplessis armoured cruiser 8,300 Saigon Bruix gunboat Llout, de Linarès 900 Décidéo ! Shaugha Capt. Thibanit ... 13,500 Yokohama ist class armotired criiser. 8,200 D'Entrecasteaux † Lient, de Maindreville river gunboat Upper Yangtee Lieut, Puech · 130 river gunboat Toogkusteam-launch Opper Yangtre Lieut, Bisevil river gunboat V vilante ...

+ Flagsbip of Rear-Admiral Perrin, Commander-In-Chief.

		ويونون والمراوات والمراوات والمراوات والمراوات			
Vipère	Gunboats.	475 500		Reserve.	Salgon
Balonnette		170-			
Bouciler		184 —			to the second second second second
Estoc		140 — 141 —		A transporter and the property of the state	Halphoog
Jacquin Achéron	anneanced amplicate	1,830 8	1,700 Lleut. I	lertrand	Salgon
Alonette	gunboat	506 7 500 6	400 Comma	nder Badin	Balgon
Esturgeon	stib-marine	70 — 500 7		Jombet	Salgon Salgon
Henri Rivière		150 6	h in the second of the second	Marys	Halphoog .
Manche	surveying-ship	1,625 10	900 Commi	nder Ragot de la Touche	Salgm
Mousquet	destroyer	70 -	60 Lleut,	nder De la Roche Kerandraon, Monnier	Salgon
Pistolet	destroyer	70	60 Lleut, 1	nder Mortonal	Salgon
Redoutable	battleship, reserve	9,350 87 1,810 8	1,000 Lleut, S	leziot	Salgon Balgon
	destroyer	280 6	6.500 In Rese	nder Morterol	Salgon
Viteran	12. Saves An James Service Service			Sibol see see see see	

Community of Rear-Admiral Richard-Toy.

SHARE QUOTATIONS.

Supplied by Messrs, E.	S. Kadoos	ern & Co	Cont	<u> </u>	iter alterations giv	en under "Commercial Intelligence," pag	APPROXIMATE	
etocks.	NO. OF SHARES,	VALUE.	PAID UP.	POSITION AS PERESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	PRESENT QUOTATION BASED ON SAST YEAR'S DLY.	CLOSING QUOTATIONS.
BANKS: Hongkong & Shanghal Banking Corporation	120,000	\$125	\$125	{ I,500,000 } \$14,500,000 } \$250,000	\$2,006,234	Final of £2 and bonus of 5/-for 1908 (0); ox 1/82=\$16.024	51 %	{\$945 buyers {London £89.16
National Bank of China, Limited	99,925	£7,	£ 6	{	\$10,223	\$2 (London 3/6) for 1903	•••	Ssi
MARINE INSURANCES. Ganton Insurance Office, Limited	10,000	5250	\$ 50	\$1,560,000 \$212,757	none	\$14 for 1907	71 %	S195 sales
North China Insurance Company, Limited		£15	£s	Tis. 250,000 (Tis.:160,512	Interim of 7/6 for 1908	51 %	Tis, 104 ex div
		(I)	Stoo	\$3,000,000 (\$3,000,000	\$2.464.Q X	[Final of \$17 making \$47 for 1907 and]	6. %	2810 pañerz
Union Insurance Society of Canton, Limited	n	5250		\$191,148 £305,149 \$681,609 \$1,000,000				
Yangtere Insurance Association, Limited		STOO	\$60	\$2,44.5 \$199,:64 \$1,000,000	3737,037	Siz and bonus Si for 1907		\$235 sollers \$107 buyers
China Fire Insurance Company, Limited		\$250	\$20 \$50	\$438,663 \$13,802 \$1,488,173	\$375,341 \$368,711	\$27 for 1907		\$345 sales
SHIPPING. China and Manila Steamship Company, Limited Douglas Steamship Company, Limited	30,000 20,000	\$25 \$50	\$25 \$50	\$7,000 \$264,638}	52,035 Nil.	\$1 for 1906		\$12 sellers . \$36
Hongkong, Canton & Macao Steamboat Co., Ld		515	Sis	\$99,067 \$150,000 \$607;\$00 \$79,423	\$20,279	Final of 12 making \$22for 1908	81 %	S314 sales
Indo-Ohina Steam Navigation Co., Ld, (Preferred) } Do. do. (Deferred)	60,000 60,000	£5	£\$	\$15 344 {10,000 {240,000	A11.755	{6/- for 19>7 on Preference shares only @ ex 1/9 11/16=\$3. 154	الماء الما	{\$52 {\$18
Shanghal Tug and Lighter Company, Limited	1 100 000	Tis, 50	Tls. 50	[720,000]	Tis, 14,520 £62,827	Final of Tis. 11 making Tis. 31 for 1908 Second interim of 1/- for a/c 1908	.,	Tis. 53 buyen Tis. 55 buyen 58/- buyers
Star " Ferry Company, Limited		Sro Sro	Sto	7 00,000 46;,000 \$47,221 Tis, 98,000	\$98	[\$1.00] for year ending to 4. 1908	· { 4 %	\$154 sales \$15 buyers
Taku Tug-and Lighter Company, Limited	10, 000	Tis. 5a	Tls. 50	Tis, 481,479 Tis, 44,100 Tis, 84,000	Tls. 2,215	Final of Ils, 14 making Tis. 24 for 1908	11 %	Tis. 45 sales
REFINERIES. Ohlna Sugar Refinlay Company, Limited	1 , ,	iroo	\$10b	Tis. 7,000 }	Dr. Sc ScS	\$5 for year ending 31.12 08	* * * * · ·	\$1374 buyers
Luxon Sugar Refining Company, Limited	7,000 7,000	Stoo Tis, ço	\$100 Tis, 50	none Tis, 100,000	Dr. \$135,833. Tls. 9,173	S3 for 1897	••	Sig pain
Mining. Chinese Engineering and Mining Company, Ld	1,000,000	Li	£ı	{	£11,556	{Interim of 1/6 (coupon No.12) for year ending 29.2.09		Tis. 16 buyar
Rub Australian Gold Mining Company, Limited	150,000	Ži	18/10 £1	£12,289.	1 N. C	No. 12 of 1/-==48 cents		So buyers
DOCKS, WHARVES & GODOWNS. Fanwick (Goo.) & Co., Limited	18,000	\$25	\$25	542,9 6	Dr. 57,421	\$1.75 for year ending 31.12.06	•••	\$12
Hongkong & Kowloon Wharf and Godown Co., Ld.,	60,000	350	\$ ço	\$26,806 \$40,000	}	Final of \$11 making \$31 for 1007		\$57 buyers
Mongkong and Whampon Dock Company, Ld		\$50 Fis. 100	\$50 []8, 100	\$ 197,193 \$200,000	\$,87,078	Final of \$4 making \$8 for 1938	. 6 %	\$74 sellers Tis. 85 buye
Shanghal and Hongkow Wharf Company, Limited	36,000	ls. 100	fils. 100	Tis. 697,257 Tis. 50,000 Tis. 135,000	} Tls. 22 818	Final of Tls. 6 making Tls 10 for 1958		7 is. 170 saic
LANDS, HOTELS & BUILDINGS. Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	l'is, 100			Tls. 6 for year ending 29.2.09	6 %	Tis, tot buy
Astor House Hotel Company, Limited (Shanghai) Bentral Stores; Limited	30,000 50,123 \$ 2000 }	\$25 716 \$50}	\$25 \$15 \$40}	\$30,000 \$1,000 \$548,975	Dr. 4.230 \$24,6 jr	S22 for year ending 30.6.07	ae	\$.01 so lers \$.84 \$1 ex.m.s.
Hongkong Land Investment and Agency Co., Ld Humphreys Estate & Finance Company, Limited	\$0,000 }	\$100 \$100	\$25 } \$100 \$10	\$250,000	\$ 16,475	Final of \$34 making \$7 for 1903	7 %	\$101 buyers \$2 buyers
Kowloon Land and Building Company, Limited	5,000	550 'ls. 50	\$20 Fis. 50	\$43.261 none \$Tis. 1.523,045	\$278	Sti for 1938:	5 %	\$30 Tls: 118 buj
West Point Building Company, Limited		\$50	Sço	11s, 311,000 nuat	Tls. 142,404	1 Test in a Chairman Caller and Caller	9 %	\$44 buyers
Ewo Cotton Spinning and Weaving Company, Ld Hongkong Cotton Spinning, Weaving and Dysing) Company, Limited	15,000	fis. 50 \$10	fls. 50 \$10	Tis. 150,000 Tis. 45,939 \$20,000		L. so contains year ending 15.7.08		Tis. 121 salt \$84 sales
In cinational Cotton Manufacturing Company, Ld Lacu-kung-mow Cotton Spinning & Weaving Co., Ld.	10,000	h	l'is, 75	Tils. 175,000	Tls. 8,372	Tis. 6 for year ending 30.9 06 (8%))	Tls. 92 Tls. 112
Boy Chee Cotton Spinning Company, Limited	,,000	fis. 500	Tis. too	Tis 31,172	Tls. 4,829 Tls. 15,911	1 101		Tis. 400
Bell's Asbestos Hastern Agency, Limited	60,000	12/6 512 510]	12/6 512 510]	£1,500 \$40,000		1/10 per share for 1907=1.037	10 %	Stolers Stales
Do. Do. special shares	* 50,000 \$ * 185,000	\$1 \$ 10	\$10			80 Cents for 1208	81 %	Sol sollers Siól sellers
Green Island Gement Company, Limited	1.3	\$74 \$10 \$10.	\$6 \$10.	\$8,000 \$12,000	\$ 53,756	Final of 50 cents making 90 cents for 1908 75 cents for 9 months ending \$1.12.07	Pot %	\$8.90 seller
Hall & Holts, Limited	21,000	\$20 \$10	\$20 \$10	\$186,000 \$186,000 none	\$8,957	\$2 for year ending 20,2.00	81 %	\$21 ex div.
Hongkong Ice Company, Limited	60,000	\$25 \$10	\$25 \$10	\$150 000	\$8,500	Final of \$15 per share making \$19 for 190 Final of \$1 per share making \$2 for 1908	8 121 % 81 %	\$155 sellers \$24
Peak Tramways Company, Limited Peak Tramways Company (new)	25,000	Gs. 100	Gs. 100	\$5,000	Tis. 316,682	(80 cents on fully paid shares and 6 cents of	6 %	Tls, 1,190 s
Philippine Company, Limited	75,000	Sio Sio Tis, so	Sio Tls,	none	\$7,471 Ps. 18,640 Tls. 6,60g	None	****	\$8 Tis. 1124 b.
Shanghai-Sumatra Tobacco Company, Limited Shanghai Waterworks Company, Limited	30,000	Tis, 20	Tis. so	Tis. 75,000	Tis. 5,250	Final Tis. 5 making Tis. 8 for 1908	6 %	Tis. 135 sal
Steam Laundry Company, Limited	10,350	\$25 \$25	Tan-	Tis, 120,000	Tis. 23,038 Dr. \$56,602 \$236	None		Tis. 415 buy \$14 \$5
Tientsin Waterworks Company, Limited Union Waterboat Company, Limited	2,000 50,000		210	Tis. 15,299	Tle. 201 5172	Tis. 64 for year ending 30.4.07	5 %	Tis. 94 buy: \$101 sales
Watson, (A. S.) & Co., Limited)ć,000	\$10 \$10	\$4 \$10	£ 5200 000	2 44	Interim of 30 cents a/c 1908	61 %	\$13 buyers
William Powell, Limited	1 5,000		57	none	\$3.95	(Final of to cts. making 80 cur, for the	1	S3 buyers
							16	
These shares are entitled to half of the profits		A						
			4					12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

Antimations.

COMPANIA GENERAL TABACOS

FILIPINAS

ESTABLISHED IN 1882 CAPITAL £3,000,000



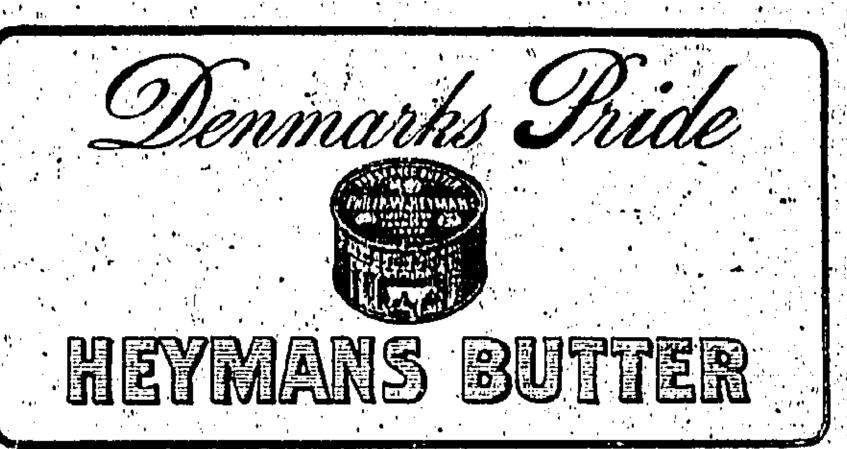
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Loudres Finos, Conchas Finas, and other: Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS:



SIEMSSEN & CO., Sole Agents.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the Intest developments and achievements of modern chemistry, plasmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear, and haste or overstrain of modern life. Sleeplessness, tremblings, pulpitation, nervous dyspepala, low splits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, uremature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can seitle to nothing, irritability of temper, female combaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night swests; and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, areasts all weakening wasting discharges, involuntary losses, &c.; restores the infiling energies, and imparis naw life and vigour to what had so recently seemed worn out, "used up," and valueless.

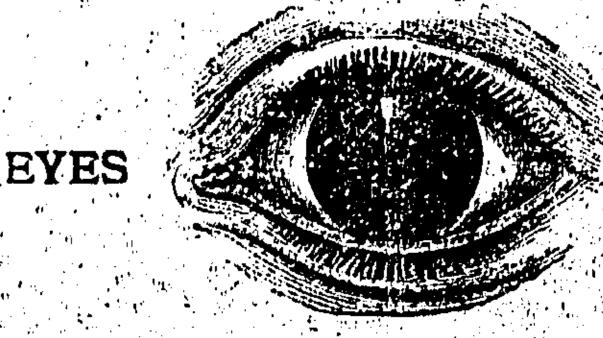
VETARZO BLOOD

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